SAVE THIS ISSUE

SPECIAL NOTICE
Pilots are requested, when calling CAA airway communications stations or control towers, to indicate the frequency on which a reply is expected.

AIRMAN'S GUIDE

UNIVERSITY
APR 14 1954

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 73

SPECIAL NOTICE
INTERCEPTION PATTERN FOR DAY VISUAL IDENTIFICATION OF AIRCRAFT
See Pages 72 and 88

RADIO FACILITY DATA Page 2
DIRECTORY OF AIRPORTS Page 26
NOTICES TO AIRMEN Page 72

VOL. 9, NO. 1 ..... MARCH 23, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

A 89904

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	••••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CT. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. - Prices: 44-page issue, 25 cents; 88-page issue, 35 cents; annual subscription $4.75, domestic; $6.25, foreign.

RADAR AVAILABLE : How and Where

(3-23-54)

PAR = PRECISION APPROACH RADAR. ASR = AIRPORT SURVEILLANCE RADAR.
GCA = GROUND CONTROLLED APPROACH - MILITARY EQUIVALENT OF COMBINED ASR AND PAR EQUIPMENT. ARSR = AIR ROUTE SURVEILLANCE RADAR.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions; or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make three hundred sixty (360) degree turns for identification. In either case, instructions will be followed at the pilot's discretion.

After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible.

Civil minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums.

Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

→ = New or revised data.

CAA RADAR UNITS

NOTE: Unless noted in Remarks, all units guard the VHF frequencies transmitted plus 3023.5 kc and 122.5 mc. In addition to the frequencies listed, they transmit on: 118.1, 121.5, 126.18 mc.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7 mc	ASR-PAR	Does not trans 118.1. Does not gd 109.9. Rnwy 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 243.0, 257.8 mc	ASR	Does not trans 118.1 mc. Does not gd 110.3 mc.
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.3, 120.5, 126.5, 257.8 mc	ASR-PAR	Does not gd 110.3. Rnwy 4R Departure Control
Chicago-Midway Arpt., Ill.	219, 350 kc; 109.9, 118.7, 120.7, 119.5 mc	ASR-PAR	Does not gd 109.9. Rnwy 13R Arrival Control
Cleveland Arpt., Ohio	278,344kc;109.9,119.9,118.5mc	ASR-PAR	Does not gd 109.9,Rnwy5L. Arr.Ctl.
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 126.5, 257.8 mc	ASR	Does not gd 109.5 mc Arrival Control
Houston Arpt., Texas	278 kc; 118.7, 120.7, 109.9 mc	ASR	Gds 141.3 mc. Does not gd 109.9 mc.
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 119.9,	ASR	Does not gd 109.9 mc. Arr. Ctl.
→ Jacksonville-Imeson Arpt., Fla.	344, 278 kc, 110.3, 118.3, 257.8 mc	ASR	Does not trans 118.1 mc Does not gd 110.3 mc
Los Angeles Intnl Arpt., Calif.	278, 332 kc; 109.9, 119.9, 119.3, 121.1, 257.8 mc	ASR-PAR	Does not gd 109.9. Rnwy 25L Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1 mc ←	ASR	Does not gd 109.9 mc Does not trans 118.1 mc ↖
Minneapolis-St. Paul Intnl. Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 243.0, 257.8 mc	ASR-PAR	Does not gd 110.3 mc. Does not trans 118.1. Rnwy 29L Arrival Control
Newark Arpt., N. J.	278, 341 kc; 118.3, 110.3, 120.5 mc	ASR-PAR	Does not gd 110.3 mc. Rnwy 4 Departure Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 119.1, 109.5, 132.3, 134.1, 137.88, 142.74	ASR-PAR	Does not gd 109.5 mc. Rnwy 4R Does not transmit 126.18 mc. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 118.7, 119.9, 109.9, 120.3 mc	ASR-PAR	Does not gd 109.9. Rnwy 4 Does not transmit 126.18 mc. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Does not gd 109.9 mc. Does not transmit 118.1, 126.18. Gds 122.1 Lmtd Arrival & Departure Ctl
Oakland Arpt, Calif.	341,362kc;109.9,118.3,119.3, 140.22,243.0,257.8 mc	ASR	Does not gd 109.9 mc.
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7,119.3, 121.1, 137.88, 257.8 mc	ASR	Does not gd 110.3 mc. Does not trans 118.1 mc.
Portland Intnl. Arpt., Oreg	278, 332 kc; 109.9, 118.7, 257.8 mc.	ASR	Does not gd 109.9 mc.
San Francisco Arpt., Calif.	278, 227 kc; 119.1, 120.9, 118.5, 109.5 mc.	ASR	Does not gd 109.5 mc.
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.3, 119.1, 120.7, 126.5, 134.64 mc	ASR-PAR	Does not transmit 126.18 mc. Does not gd 109.9. Rnwy 36 Arrival & Departure Control

AIR ROUTE SURVEILLANCE RADAR

Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 132.3, 135.9, 137.88, 255.4 (On req 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Gds: 119.7, 120.3, 120.5, 122.1, 132.3, 135.9, 137.88, 255.4. (On req 125.1, 125.7, 125.9)

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
→ Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR			Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	206 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME (test)	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME (test)
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 CO	
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	359 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	109.7	ILG	333.2	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
→ Pensacola-Hagler								400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME (test)
Augusta-Bush Fld	109.9	AGS		348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.3	219 CH*	DME (test)
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	362 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME (test)
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							5.37	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(3-23-54)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEC. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	110.3	BAL	335	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME (test)
Flint-Bishop	109.9	FNT	333.8	90	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	LMM lctd 0.63 mi, LOM lctd 4.3 mi
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key					0.71	356 EI			
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME (test)
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME (test)
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	4.47	382 CT	[redacted]
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	108.1	TEB	334.4	59	0.64		4.7		[redacted]
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LC*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	109.7	GFS	333.2	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.71		4.4	221 SY	
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	[redacted]
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	43	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3 W	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVC	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG		319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME (test)
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.3	PHL	335	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME (test)
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7W	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3W	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L5)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME (test)
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac.
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L5)	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	MHW	BAE	344		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(1);#,122.1, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
Mobile	SBRAZ-DTV	MOB	248;V;126.7,122.2	(3),255.4	37 A 138 N 217 A 318 N
(1) "	BVOR	MOB	113.3		DME (test)
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME (test)
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362	[redacted]	30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	4495,#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	203;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	353		
Cochise	*MRAWZ	CIE	272		74 A 185 N 260 A 323 N
"	VORW	CIE	112.1		
Douglas	BMRLZ-DTV	DUG	379;V;121.5,126.7	(3),#	50 A 120 N 230 A 300 N
(1) "	BVOR	DUG	112.9		
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7	(3),#	67 N 166 A 232 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		
Payson	HW	PAS	248		
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Show Low	CI		278	3105	(Sunrise-Sunset)
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME (test)
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
"	MHW	IMH	201		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2	(3),255.4	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		
" Adams	AC(g)		335;126.18,118.7,121.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		
Van Buren	MHW	VBU	236		
Walnut Ridge	BMRLZ-DTV	ARG	308;V;121.5,126.7	(3),#,255.4	20 A 84 N 200 A 264 N
(1) "	BVOR	ARG	115.7		
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	CWK	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7	(3),#	DME (test)
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME (test)
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	[redacted]
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7	(3)	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5, 257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0,121.3	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		DME (test)
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2	(3)	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME (test)
" Arpt	AC(g)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME (test)
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	[redacted]
Oxnard AFB	MHW	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18,120.5,257.8, 243.0	(2),#	(0700-2300)
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	
Pescadero	HH	PES	190		
(1)Point Reyes	VORW	PYE	113.7		DME (test)
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME (test)
" Arpt	AC(g)		278;119.5,126.18,121.5, [redacted]121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
" Mc Clellan AFB	MH	MCC	396		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122,1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Salinas	BMRL-DTV	SNS	260;V;121.5,126.7, 255.4	(3),#	30 A 120 N 210 A 300 N
(1) "	BVOR	SNS	112.1		
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME (test)
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528	4495	
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18,132.3, 142.74,233.8,243.0	3023.5;#	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Silver Lake	MRAWZ	SIL	269		32 A 132 N 215 A 312 N
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
Thermal	BMRLZ-DTV	TRM	242;V;121.5,126.7,122.2	(3),#,255.4	56 A 144 N 236 A 324 N
(1) "	BVOR	TRM	114.3		
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MRLZ-DV	COS	224;V;121.5,126.7, 122.2	(3),#,255.4	76 N 166 A 256 N 346 A
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	
(1)Kremmling INSACS-Eagle	BVOR-DVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
Loma	HW	LMA	254		
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7	(3),#,255.4	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5	(2),#	(0645-2245)
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121,3	(2),#	(0700-2300)
Danbury	CI		278	3105	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(3)Norwich	VORW	ORW	117.9		DME
(1)Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME (test)
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,135.64, 263.0,269.0,311.8,257.8	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5, 125.1,137.88,125.9, 255.4,125.7,119.7,(trans only 135.0),301.4	#,(Gds 120.5,125.7,125.9 req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1, 126.7	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	38 A 157 N 218 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME (test)
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(1),#,122.1, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2	(3)	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME (test)
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8.	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5, 126.18	(2),#	
" Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227		34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;126.7,122.2	(3),255.4	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	AC(g)		278;119.9,126.18,121.5, 137.88,363.8,118.1	(2),#,243.0	
Valpariso, Eglin AFB	MRLWZ	VPS	209	(1)	87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		
W. Palm Beach	SBMRA-DTV	PBI	209;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME (test)
" Intnl	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME (test)
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g., (3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),3295; 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	#,122.1, 255.4	DME (test)
	SBMRLZ	CSG	335	(1)	22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	#,122.1,255.4	DME (test)
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME (test)
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Coeur D'Alene	MRLWZ D'LV	COE	347		65 A 156 N 267 A 344 N
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	VORW	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	
(3)Twin Falls	VORW	TWF	115.8		DME (test)
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	4495;121.5	49 A 143 N 229 A 323 N
Bradford	BMH-TV	BDF	382;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	BDF	114.7		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3	#,122.5;3105	
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
(1)Chicago Heights	BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME (test)
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME (test)
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
Evansville	SBRAZ-DTV	EVV	233;V;126.7,255.4	(3),#	108 N 181 A 263 N 357 A

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)-Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Evansville	BVOR	EVV	113.3		
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME (test)
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	BMRLZ-DTV	LAF	227;V;121.5,126.7,122.2	(3),#,255.4	50 A 120 N 230 A 300 N
(1) "	BVOR	LAF	113.5		
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME (test)
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME (test)
IOWA					
Burlington	SBRAZ-DTV	BRL	326;V;121.5,126.7, 122.2	(3),#,255.4	52 N 177 A 245 N 357 A
(1) "	BVOR	BRL	117.9		
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME (test)
" Arpt	AC(g)		278;118.3,121.5,126.18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME (test)
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
Mason City	BH-TV	MCW	227;V;121.5,126.7, 255.4	(3),#	DME (test)
(1) "	BVOR	MCW	114.9		
Ottumwa	BH-DTV	OTM	260;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	OTM	113.4		
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME (test)
" Arpt	AC(g)		396;118.7,121.5,126.18,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Dodge City	BMH-TV	DDC	290;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	DDC	116.4		
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
Goodland	BH-TV	GLD	353;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	GLD	115.1		
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7, 132.3	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		Utilizes INSACS frequencies		
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Lebo	HW	LBO	311		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	3023.5;#	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7; 278	(3),#,255.4	
" Smoky Hill AFB	MHW	PBH	365		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2	(3),#,255.4	DME (test)
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	391		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.3		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 137.88,236.6,257.8, 363.8	(2),#,243.0	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1) Bowling Green	BVOR	BWG	116.1		DME (test)
(1) Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
[redacted]	[redacted]	[redacted]	[redacted]		
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0730-2330)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18, 121.5	(2),#	
(1) Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 124 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(1); #	89 A 146 N 267 A 339 N
(1) "	BVOR	SHV	112.9		DME (test)
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME (test)
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME (test)
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1) Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME (test)
Limestone AFB	MHW	LIZ	335		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Sprague ville (ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DV	ADW	379;126.7,122.2	(3)-135.9	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	BVOR	BAL	115.8		DME (test)
" Harbor	C(g)		219;121.3,126.18	(2),#	(0700-2300)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); # (3105 req)	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME (test)
Shadyside	MHW	SHZ	391		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g., (3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	3023.5	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MH	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVAR-DTVJ	ACK	109.1;V;126.7,121.5, 122.2;278	(3),#,255.4	01 BA 91 NB 181 YN 271 AY
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(1),#,122.5	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7	(3),#,255.4	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3	(2),#	(0800-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME (test)
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,126.18, 126.5,257.8	(2),#	
Flint	BMH-TV	FNT	335;V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0800-2400)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME (test)
Saginaw	BMH-TV	SGW	212V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBMRAZ-DTV	SSM	356;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,126.18, 257.8	(2), #	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3,301.4	#	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME (test)
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		
Willmar	SMRAWZ	ILL	254		75 N 177 A 264 N 357 A

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME (test)
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME (test)
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME (test)
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME (test)
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	
Joplin	BMRLZ-DTV	JLN	400;V;121.5,126.7,122.2	(3),#,255.4	88 N 178 A 268 N 352 A
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME (test)
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1	(2),#	
"	Center		118.9,255.4,132.3	#	
Kirksville	BMRLZ-DTV	IRK	391;V;121.5,126.7	(3),#,255.4	52 A 137 N 232 A 317 N
(1) "	BVOR	IRK	117.1		
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7	(3),#,255.4	
St. Joseph	SBMRLZ-DTV	STJ	341;V;121.5,126.7, 122.2	(3),#,255.4	82 N 172 A 262 N 352 A
(1) "	BVOR	STJ	114.8		DME (test)
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME (test)
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8	(2),#	
"	Center		120.3,132.3	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME (test)
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	BVOR	BZN	112.2		
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2	(3)	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME (test)
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME (test)
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	3 A 74 N 183 A 274 N
(1) "	BVOR	MLP	112.3		DME (test)
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME (test)

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g., (3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
Chadron	BMH-TV	CDR	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	CDR	113.4		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME (test)
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	
(1)Lexington	BVOR-DTVBJ	LXN	112.7;V;121.5,126.7, 122.2;278	(3),#,255.4	DME (test)
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,122.2, 126.7	(3),255.4	71 N 170 A 251 N 350 A
" Arpt	AC		272;118.5,126.18,121.5, 257.8,243.0	(2),#	
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	115.1		
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	115.3		DME (test)
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
Sidney	BH-TV	SNY	314;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SNY	113.1		
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME (test)
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		[redacted]
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME (test)
(3)Mormon Mesa	VORW	MMM	114.8		
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME (test)
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	83 A 173 N 263 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn. Opers similar to MH fac.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2	(3)	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
Carlsbad	BMRLZ-DTV	CNM	311;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
(1) "	BVOR	CNM	116.8		
Clovis AFB	MHW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME (test)
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Rodeo	MRLWZ	ROD	254		13 A 81 N 1[illegible] A 261 N
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2)-3105; #	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME (test)
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME (test)
" Chemung	AC(g)		278;119.1,121.5	(2),#,121.5	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1), 4495	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;224	(3),#,255.4	
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335	4495	62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2	(3),#,255.4	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Schenectady Co.	CI		284;126.18	(2),#	0700-2300
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME (test)
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#,257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME (test)
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7 122.2	(3),#,255.4	
(1) "	BVAR	AVL	108.3		21 AY 111 BA 261 NB 291 YN
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,126.18,135.9 142.74	#,4495	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338	4495	85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	61 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME (test)
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0730-2330)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		
(1)Golva	VORW	GOL	116.7		
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	45 A 110 N 225 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME (test)
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3	#	
Clinton Co. AFB	MHW	ILN	219		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g., (3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 142.74,121.5,243.0,126.5	(2),#	
Dayton	SBMLZ-DTV	DAY	245;V;126.7,255.4	(3),#	20 A 90 N 200 A 270 N
(1) "	BVOR	DAY	117.1		DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 152 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0800-2400)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	3105;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7;206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	DME (test)
Norman Westheimer	CI		278;120.7	3105;122.5	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;123.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
"	TVOR	OIV	114.4 (08-17)		
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME (test)
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	3105	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3),121.5	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7	(3),#,255.4	73 N 162 A 243 N 342 A
LaGrande	MHW	LGD	329	(3),#,255.4	
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		
" Arpt	AC		278;118.3,126.18,121.5	(2),#	(0700-2300)
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	GNP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME (test)
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3),#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME (test)
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME (test)
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.9,255.4	#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 137.88,257.8,118.7, 119.3	(2),#	
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,137.88, 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading Arpt	AC(g)		281;126.18,119.1,121.5	(2),#	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME (test)
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8	(2),#,121.5	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,2430	4495,(3105 req)	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME (test)
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME (test)
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME (test)
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 238 A 328 N
(1) "	BVOR	SPA	115.7		
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	3105	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	30 N 158 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME (test)
" Arpt	C(g)		278;118.3,121.5	(2),#	[redacted]
Watertown	BMRLZ-DTV	ATY	382;V;121.5,126.7,122.2	(3),#,255.4	77 A 162 N 257 A 342 N
(1) "	BVOR	ATY	116.6		DME (test)
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(3) "	VORW	CHA	113.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW	CSV	113.4		
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	114.9		
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2	(3)	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		
" Arpt	AC(g)		278;[redacted]18.3,126.18, 121.5,119.1	(2),#	
"	Center		120.1,255.4	#	
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	65 A 151 N 246 A 309 N
(1) "	BVOR	BNA	114.1		
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SBMRAZ-DTV	SMV	347;V;121.5,126.7, 122.2	(3),#,255.4	115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME (test)
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME (test)
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	335;121.5,122.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g., (3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME (test)
" Easterwood	AC(g)		272;118.5,126.18,121.5,257.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 255.4,118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	(0700-2000)
" NAS	SBMRLZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	#,4495	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME (test)
" Love	AC(g)		278;118.7,121.1,121.5, 126.18,257.8	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2	(3)	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(3)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME (test)
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	JCT	335		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		51 A 153 N 231 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	(0700-2300)
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME (test)
Monument	MHW	MNU	245		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME (test)
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		
" Intnl	AC(g)		278;118.7,121.5,118.1	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N
" Randolph AFB					232 A 322 N
San Diego (N)	MHW	NKS	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A
					260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N
					215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		
Sweetwater	CI		398;121.5,123.18	3105; #	
Tyler	[illegible]	TYR	320;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
" Pounds Fld	C		206;119.1	119.1	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7	(3),#,255.4	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME (test)
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	121.5,255.4	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME (test)
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	VORW	MLF	112.1		DME (test)
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME (test)
Promontory Pt.	HW	PPU	375		
St. George	TVJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2	(3)	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME (test)
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DV	ARV	233;126.7,122.2	(3)-135.9	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME (test)
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME (test)
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME (test)
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME (test)
(3)Lawrenceville	VORW	LVL	115.6		DME (test)
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
" Preston Glenn	C(g)		248;119.9	(2),#	
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME (test)
Newport News Patrick Henry	C		118.5	118.5	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	#,3023.5	6 A 96 N 186 A 276 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6 [redacted] ,142.74, 243.0,233.8	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME (test)
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME (test)
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
*(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME (test)
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	3105	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req,#	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2	(3)	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, (257.8 req)	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME (test)
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2	(3),#,255.4	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME (test)
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272	4495	54 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME (test)
Huntington	BH-DTV	HTW	236;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME (test)
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME (test)
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME (test)
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME (test)
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	(0800-2400)
[redacted]	[redacted]		[redacted]	[redacted]	[redacted]
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7	(3)-3105,#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (c)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for etl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(3-23-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7	(3),#	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME (test)
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		248;119.9,126.18,257.8	(2),#	
"	VHF/DF			126.18,(100-156 req)	
Manitowoc (P)	V		278	122.5	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7	(3)	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME (test)
" Mitchell	AC(g)		278;119.1,126.18,121.5	(2),#,257.8	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME (test)
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME (test)
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
Douglas	BMH-TV	DGW	251;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	DGW	114.1		
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME (test)
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME (test)
(3)Moorcroft	VORW	MFW	DECOMMISSIONED		
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME(test)
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME (test)
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6595	(3);6595,	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3, 121.5	(2),#	
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	V		126.7,121.5,122.2;6595,	#,122.1;6595,	
St. Thomas, Harry S.Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	
NEW FACILITIES (or facilities out of alphabetical alignment)					
Hubbard, Ohio	MHW	HBD	408		
Farallon Island, Calif.	HW	R	314		
(3)Centralia, Ill.	VORW	ENL	115.0		
Newark, Tex.	HW	EWX	233		
Madison, Truax Fld, Wisc.	UHF/DF			257.8	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with C, L, M or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A, N, CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

C - Commercial M - Municipal AF - Air Force
L - Limited P - Private

NOTES:

1. MUNICIPAL - Intended for general use by the public at large. The ownership and/or control is by the public (Federal, State, County, etc.). Aircraft services generally available. Public patronage is solicited.
2. COMMERCIAL - Intended for general use by the public at large. The ownership and/or control is non-public (individual or organization). Aircraft services generally available. Public patronage is solicited.
3. LIMITED - Intended for private use, but use by public at large is not prohibited. The ownership and/or control may be public or non-public. Patronage of public at large is not solicited. Responsibility for aircraft landings and take-offs not assumed by airport owner.
4. PRIVATE - General use by the public at large is prohibited. Use by specific authorization only.

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is that from the center of referenced city to airport.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(20) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least F3: 91/96 oct., and lower
F2: 80/87 oct., and lower F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. → New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	C	1 NW; RR NE	1058	2	28-*L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	M	1.5 SW	685	2	32-S1		N, S blkd.
(PC)Andalusia	C	2.6 S; hwy W	340	2	21-(S1)	(F1)	
" Municipal	M	5.5 E; hwy S	330	2	38		when wet.
Anniston	M	5.5 SSW; hwy E	599	2	h38-*L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft
(AF)Anniston, Talladega	M	15 WSW	527	3	h53		NE/SW rnwy clsd. Use fld with caution
(PC)Auburn-Opelika	M	2.8 E; hwy 1 N	774	3	h40-B*L4-S5	F1	5050' strip avail.
Bessemer, Durham	C	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	M	5.5 NE	643	3	h57-BL6, 7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. N, NE blkd. Rnway 8-26 clsd.
(PC)Brewton	M	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3 NNW; hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW; hwy SSE	581	1	20		
Chickasaw	C	1 W; RR 1 S	39	1	21		Rgt tfc W.
Clanton, Gragg	M	1.8 NE; crk S	593	2	26-B		ENE, SE blkd. SE end ruf. Soft-wet. Ctn-not maintd.
Columbiana	M	1.5 WNW; RR S					ABANDONED.
(PC)Courtland	M	1.8 W; RRs NE	588	4	h50-S1	F1	
" Bay	M	4 NE	570	1	25		
(PC)Decatur, Pryor	M	4 NNE; hwy W	591	2	h40-*L4-S5-U	F3	
(PC)Demopolis	M	7.8 WSW; riv NW	112	3	h50		
(P)DOTHAN	M	3 WNW; hwy S	330	3	h40-BL4-S3-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys.
(P) " Napier	M	7.5 NW; RR S	397	3	h45-(S5)	(F1)	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula, Weedon	M	4.3 NNE; hwy E	275	2	34-S3	F1	
Eutaw	M	2 SE; hwy N	160	1	23		Rolling. Cattle on fld.
(P)Evergreen, Middleton, 20. MSY-ATL	M	6 WSW	258	2	h40-BL4-W		
Fairhope, Klumpp	L	3.1 E; rds S, E	65	1	19	(F1)	
(PC)Fayette	M	2.2 NNE; hwy W	364	2	24		
Flomaton	L	2 NNE; hwy W	240	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	C	6.5 ENE; lk S	579	1	20-S3	F1	Unlgtd poles on race track.
Foley, Oak	C	6 S; hwy E	35	2	20-S5	F1	S, W ends strips soft when wet.
Ft. Morgan	M	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	C	2 SW; RR NW	905	1	18		
" De Soto Park	M	6 NE					ABANDONED.
(PC)GADSDEN	M	5 SW	554	2	h48-BL4-S5	F4	
" Goodyear	L	3.5 ESE; hwy N	567	1	16		E blkd.
(PC)Grove Hill	M	1.4 SE; hwy NE	478	2	22	F1	
Guntersville	M	3.8 NNE; hwy W	609	1	25		
Haleyville, Lakeman	L	5 NE					ABANDONED.
(PC)Headland	M	2 ENE; hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	M	3.1 S; RR E	619	2	h46-*L4-S3-W	F3	Use rnwys.
(PC)Jasper, Walker County	M	2.2 NNE; RR W	496	3	31-S1	F1	P-line NW.
Lafayette	M	1.4 NE; hwy W	850	1	18		
Lanett, Valley	C	2 SE, riv N, E	564	2	31-*L4-S5	F1	NE/SW Strip clsd-const.
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	M	10.5 W; bet rds	217	3	h51-BL4, 6-S5-W	F4	
" Davis	C	13.5 SW	160	2	18-S1	F1	
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	C	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots, E blkd.
(P) " DANNELLY	M	7.5 SW; hwy N	219	3	h70-BL4-S5-W	F4	Use rnwys. Obstn lgts NW side fld are approx 15-25' below level of trees NW end NW/SE rnwy.
(P)MUSCLE SHOALS	M	1.5 E	548	3	h49-BL4-S5-W	F3	
Phenix City	M	2 N; riv E	433	1	22		
Prichard, Skytrail	C	2.5 NW; RR NW	52	1	17-S5	F1	No storage.
Russellville, Wood Dearing	M	4 E	762	2	20-(S1)	(F1)	SE, NW blkd.
Scottsboro, N. Sauty Base	P	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	P	2.2 SW; riv SSE	123	1	23		INACTIVE.
(AF)SELMA, Selfield	M	4 ENE; RR S	136	3	h43		2-way rdo rqrd during AF ocerns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	M	4 S; riv NE	200	2	29		
(PC)Troy	M	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	M	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	C	1.2 SW; hwy ENE	498	2	26-S3	F1	Rolling
Tuskegee, Moton	L	3 N; hwy W	270	1	40-(S3)	(F1)	Atnd Sunday only.
(PC)Wetumpka, Elmore	M	7 W; hwy N	196	1	26-*L4-(S3)	(F1)	Ctn-not maintained.
Winfield	M	0.5 SSW; hwy NNE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	C	0.5 SW; RR N	280	1	16-S5	F1	No storage
Scottsboro, Word	L	2.1 ENE; RR W	650	1			

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	M	5 N; RR NE	1434	3	h63-BL2	F2	
Amado, Kinsley Ranch	L	2.2 NNW; hwy E	3100	2	35		
Arlington, Gila Compressor Station	P	5.8 SSW; hwy E	850	1	38		Rolling.
Bagdad	M	2.3 ENE	4136	1	28		ABANDONED.
Benson	L	2 ESE; RR N					ABANDONED.
Bisbee	M	5.5 SSE; RR W					
Bowie	M	1.9 W; RR N	3800	2	20		
Buckeye-Stephens	C	0.8 WNW; hwy S	980	1	26-S3	F2	No storage. E, W blkd.
Bullhead City, Bullhead	M	1 N; riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E; rd S	1450	2	35		P-line W. Surd by mtns. Vegetation. Ruf.
Cameron	C	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	M	1.6 SSE; riv NW	3100	1	42		
Camp Wood, Yolo Ranch	P	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		
" Three Point	C	1.5 NNW; hwy E	1389	4	40-L4-S5	F3	2600' N/S Strip lgtd. P-line E.
Chambers	L	4.5 SW; hwy E	5800	1	26	(F2)	
(PC)Chandler	M	2.5 SSE; RR W	1236	2	30-S5	F3	P-line NE.
" Riggs	L	6 SSE; rd W	1300	1	26		P-line SSW, vegetation on NE end.
Chinle	M	2, 2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride, Shep's Pleasant Valley	L	3.8 WSW; hwy W	3600	2	23		Rolling, Cattle on fld.
(PC)Clemenceau, Cottonwood-Clemenceau	M	0.7 SSW	3588	2	48-B*L4-S1		Hazardous take-off SW.
CLIFTON-Morenci	M	8.7 SSE; hwy W	3800	3	52		P-line E. Rocky. Soft when wet.
Colfred	L	1.6 ESE; RR 1 N	345	2	h40		Ctn-access is by poor desert trail.
Coolidge	L	1.7 S; hwy W	1450	1	32		P-lines NW.
(PC) " -Florence	M	6 SE	1587	3	h56-S5	F2	No storage.
Cordes	L	0.4 NNE; hwy W	3810	1	16		Ctn-vegetation.
Cove	M	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N; RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	20		Ctn-not fenced.
Douglas	M	2.5 E	4181	3	h41-L24-S5	F3	5300' strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	M	8.5 NNW; hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd ARPT OF ENTRY. Tfc pat alt 1000'.
(PC)Duncan	M	2.3 SW	3878	2	35		
Elfrida	L	1 SE; hwy W, N	4200	1	26		
(PC)FLAGSTAFF	M	4.6 SSW; hwy W	7010	1	63-BL4-S1-W	F3	98 oct avail.
" Gray Mountain	L	38 NNE; hwy E	5040	2	21		
Florence	M	3.4 SSE; hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	0.7 SW; hwy E	1900	1	52		Rolling. Hill NNE.
Fredonia	M	1 NE; hwy W	4800	1	34		Rolling. Cattle on fld.
Ganado	M	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9 WNW; riv NNE	750	1	24		P-line NE.
" Hunt's	C	1 WNW; RR S	738	3	27	F2	Rolling.
" Stephens Ranch	L	13 NW; riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	C	5.3 W	1060	1	21-S5	F3	P-lines E, W.
" Thunderbird #1	L	5.5 N; hwy E	1244	1	h26		
(PC)Globe, Cutter	M	7.3 ESE; RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE; hwy W	3600	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	L	14.3 S	6362	2	00-S1	F1	Closed-winters.
(PC)Hackberry	M	6.4 NW; hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1, 2 S; riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Y-Lighting Rch	L	6 WNW	4440	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	M	2.2 NNE; hwy SE	5241	2	48-BL2	F1	Strip soft.
Kaibito	M	1.8 SW; rd E	6000	1	26		Ctn-erosions, Rolling.
Kayenta	M	2 ESE; rd SE	5700	1	53		Ctn-erosions. Soft when wet.
Kelvin	L	0.5 E; RR S	1875	1	21		Surd by mtns. Cattle on fld.
(PC)KINGMAN	M	8.5 NE; RR NW	3446	3	h68-BL4-S5	F4	
" Searchlight Ferry	C	37 NW; riv W	672	1	30	F1	
" Temple Bar	M	61 NNW; lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	M	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW; rd E	1062	1	h37-L4		
Many Farms	M	0.2 E; rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW; riv SW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S; riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.

F-fuel octane. — New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
			ARIZONA				
(PC)Marble Canyon	C	0.3 SW;bet hwy,riv	3580	1	41	F3	Deep canyon SW.
" Cliff Dwellings	C	10 SW	4210	1	27		
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED. Hazardous.
Mesa, Falcon	M	7.3 NE	1387	1	22-S1	F3	
" Oasis	L	11.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	C	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	M	8 NE;hwy NW	3938	2	h60-BL4-S5-W	F4	Rgt tfc S. ARPT OF ENTRY.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches adj to strip. E blkd.
Parker	M	1 ENE	430	3	32		Ctn-gopher holes, weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	C	2 NNW	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	M	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	C	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	C	6.2 SW;rd N	1028	1	24		Soft.
" Paradise	C	8 NNW;canal S	1245	4	32-S5	F4	P-line E. Rqrd. Rgt tfc rnwys 26R, 8R.
(NG) "-SKY HARBOR	M	2.8 ESE;RR N	1124	3	h78-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
" South Phoenix	C	3 SSE;riv N	1100	1	26-S5	F2	Rgt tfc E. P-line E, W. No storage.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	M	3.7 WSW;dam W	2483	3	32		Ctn-downdrafts. On high mesa.
Polacca	M	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	M	8 NE;RR E	5042	2	h76-BL2,4-S5-W	F4	Hill S. Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	M	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2400	2	42		
Round Rock	M	0.5 S;rd NW	5600	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	M	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	M	1 NW;hwy S	5560	2	45		
St. Michaels, Window Rock	See Window Rock Arpt under New Arpts.						
Salome	C	0.7 SW;hwys NW	1876	3	45	F1	NW, NE(south)blkd.
" 27B, LAX-PHX	M	15.8 SSE;rd N	1362	2	41-BL2		
San Simon	L	1.1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N, NW-fence WSW.
(PC)Sells	M	2 NW;hwy SW	2380	3	27		Embankment WSW.
Show Low	M	2 ENE;hwy S	6412	2	43-S1	F3	Rgt tfc take-off SW.
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	M	1.5 W	7000	3	50-B1.4-(S1)	(F2)	E/W strip ruf.
Stoval	P	2.5 SSE	365	2	h40		
Superior	L	2 WSW;hwy N	2600	2	19		NNE blkd. Mtns WSW.
Tempe	C	1.2 SW;RR E	1160	3	27-S5	F3	P-lines E, ENE, ESE, WNW.
" Sanders	C	5 SSW;RR E	1240	1	26-S5	F2	No storage. N, S blkd.
Tes Nos Pas	M	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;canal NW	740	2	39		
Toltec	L	0.4 NNW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	M	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah	L	0.2 SE;rd N, W					(ABANDONED)
" Webb	L	2.5 E;rd S	1125	1	28		P-line SSW.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	C	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip.
Tuba City	M	1 WSW	5000	2	20		Rolling.
(P)TUCSON	M	7 S;RR W	2630	2	h120-BL4-S5-W	F4	115/145 & jet fuel avail. Rnwy 17-35
"-Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling. perm clsd.
" Downtown	C	1.4 S;RR SW	2400	3	39		N blkd; p-line NW. Ctn-erosion, weeds.
" Gilpin	C	4.2 NW;RR W	2200	4	55-L4-S5	F2	P-lines W, SW, NW end ruf. 4000' NW/SE Strip lgtd.
" Ryan	M	13 WSW;hwy S	2425	3	h25-S1	F2	P-line SSE. Vegetation. Soft-wet.
" Thunderhead	C	15 ESE;rd W	2885	1	31	(91)	
Tuweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	M	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	M	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation, Surd by mtns.
Wickenburg	M	15 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2400	1	26		Ctn-cattle, autos. Uphill lndgs, downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	L	4.4 WSW;hwy N	2500	1	32	F2	Hills SW. Uphill lndgs to SW. T/k-off NE.
(PC)Willcox, Cochise Co.	M	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	M	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	M	2 WSW;RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	P	15.5 W	5500	1	35		Cattle on fld.
" Leupp Junction	L	10.4 WNW;RR S	5000	2	16		Ctn-ruf.
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
(PC)Yucca	M	1.5 NE;RR W	2030	2	h60		
(AF)YUMA-County	M	4.5 SSE;hwy N	213	3	h65-BL4-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi radius, 600' above arpt.
" Aux #1	M	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	M	14 SSE	275	2	h37		
" Aux #4	M	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		tinue to do so. Rgt tfc N.
" Marsh	C	0.7 E;riv N, NE	130	1	30-S5	F2	Ctn-riv encroaching on strip-may con-
		NEW AIRPORTS (or airports out of alphabetical alignment)					
Tucson, Cielo-Terra Guest Ranch	C	13.5 N;hwy W	2650	1	30	F2	Rolling.
Window Rock	M	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. T/k-off SW or W. Soft-wet. Use strips.
Phoenix International Harvester Proving Ground	P	11 S	1234	1	41		
Hereford, Nicksville	C	0.5 NE;hwy W	4750	2	32-S3	F2	P-line SW. Ctn-vegetation.
			ARKANSAS				
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	M	3 W	208	3	h45-S5	91	DANGEROUS-Soft at all times.
Arkadelphia, 24, DAL-LOU	C	1.5 ENE;RR NW	186	4	40-BL2-S5	F1	
(PC)Batesville	M	3 S;hwy E	464	2	h28-BL4-S1	87	P-line W.
Beaver, Shields	P	1 NW;riv SW	890	1	28		Use strip.
Benton	C	1.6 W;hwy N	300	2	19-S3	F1	N blkd.
Bentonville	M	1.5 SSW;hwy E	1296	1	27-BL4-S3	F1	2270' lgtd rgts.
" State Line	L	9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB	Arpt now Air Force installation						
(PC)Brinkley, Federer Mem'l	M	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto.
Cabot, Bailey	L	0.5 W;RR, hwy SE	305	2	16		E ruf.
(PC)Camden, Harrell	M	4.5 NE;hwy W	128	2	h36-BL4-S5	F3	
Carlisle	C	0.5 S;hwy N	235	1	24-S5	F1	Soft when wet.
(PC) " Municipal	M	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	M	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
Clarksville	M	2.5 E;hwy S	425	2	30-BL4	F1	Caution-wet.
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	M	1.5 SE;rds NE, W	309	2	32-B-S5	F2	Caution-wet.
Corning	L	0.7 W;hwy N	290	1	16		N blkd. Use caution.
Cotton Plant, Overholt	C	3 W;hwy S	250	3	26		Caution-wet.
(PC)Crossett	M	6 NE;RR W	181	2	22-*L-S5	F3	
Dewitt, Commercial	C	3 W;RR N	196	2	26-S5	F3	ENE, E blkd. Use strips.
El Dorado	M	1.5 S;rds E, W	265	2	24-*L-S5	F3	
(P)" -GOODWIN	M	8.6 W;hwy S	277	3	h51-B*L4-S3-W	F3	Use rnwys.
(P)Fayetteville	M	4 S;hwy W	1251	4	h30-B*L4-S5-W	F3	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	M	1 N	721	1	38-BL2,4-S3-W	91	
(NG)FORT SMITH	M	4 SSE;RR S	464	2	h53-BL4,6-S5-W	F4	Use rnwys.
(PC)Gurdon	M	0.2 NW;rd N	229	2	24-(S1)	(87)	Use caution when wet.
Harrison	M	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F3	
Hasty, Smith	L	3.3 SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	M	3.8 WSW;RR N	229	2	h45		Use rnwys.
" Fowlkes	C	1.7 E;RR N	225	2	21-S1	F3	N, S blkd: p-lines ENE, WSW. Ctn-wet.
Heber Springs	C	1.5 NNE;hwy E	625	2	24-S3	F1	No storage.
(PC)Helena, Thompson-Robbins	M	6 NW;hwy S	241	3	h36-*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	M	5 NW;RR E	359	3	h55-*L4-S5	F3	Use rnwys.
Horatio	C	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	M	3 SW;hwy N	525	2	h41-BL4-S5	F3	
Hughes, Tucker	P	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	P	0.5 ENE;hwy W	225	1	15		
(PC)JONESBORO	M	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	C	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet.
(NG)LITTLE ROCK, Adams	M	2.5 ESE;rd N, E	257	6	th70-BL4,6-S5-W	F4	P-line N. House N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	2	h36-L4		Ctn-wet.
Malvern, Harlas	C	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	M	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman	L	0.6 S;hwy N					(ABANDONED)
Mena, 41, NEW-MKC	M	2 SE;hwy NE	1069	1	45-BL2		
Monticello	L	2.2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	C	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	16	F1	Ctn-rolling. Downhill N.
Nashville	C	2 N;rd E	450	2	19-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	M	6 ENE	237	4	h50-S5	F3	Use rnwys.
N. Little Rock, Central	C	5 ENE;hwy S	255	2	35-S1	F1	Caution-wet,Cattle-fld.
Ozark, Whitman	C	1.2NNW;hwySW	600	2	25	(F1)	
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE,Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF, Grider	M	5.3 SE;hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	C	2.5 N;hwy W	215	3	26-S1	F1	
Pocahontas	M	2SE;hwy W	280	2	38	(F1)	
Prescott	P	2.8SW;RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno	L	2.7SSW;RR NW	290	1	h23		Gravel pile S end.
Rogers	C	2.7 N;hwy SE	1360	1	32		N blkd.
Round Pond	P	1.8 NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	C	1.3 N;hwy W	350	2	23-*L3-S5-U	F3	P-line SE.
(PC)Searcy	M	2.8 S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ	C	2 W;hwy S	1183	3	25-*L4-S5	F1	
(PC)Springdale	M	0.8 SSE;RR W	1352	2	26-*L4-S1	F1	
(PC)Stuttgart	M	7N;hwy E	223	4	h50-L4-S5-U	F4	
" Dockery	C	1.5 NNW;hwy E	214	2	24-S5	F3	N,S blkd. Soft when wet.
(P)TEXARKANA	M	4NE;RR NW	389	2	h40-BL4-S3	F4	Use rnwys.
(P)Walnut Ridge	M	4NE;RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	P	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	C	1.5 W;hwy N	215	2	17-*L3-S5	F3	NW blkd;p-lines NE,SE. Caution when wet. Rgt tfc E,NE.
" Farmers	C	3.2 W;hwy N	210	1	26-*L1,3-S1	F3	Caution when wet.
" Levee	P	2.4 E;RR N	215	1	24		CLOSED,P-lines N,S.
NEW AIRPORTS (Or airports out of alphabetical alignment)							
← Texarkana,Mack's	L	4SE;RRN	390	2	18-S3		SW blkd,No storage.
← Magnolia	M	3SSE	313	1	h36-BL4-S3	F3	
CALIFORNIA							
(PC)Adelanto, El Mirage	C	11 WNW;lk N	2865	4	h37-L-S3	F3	No storage.
" Gray Butte	M	15.3 W	3015	4	h37		
" Sun Hill Ranch	C	13.1NNW;hwyE	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	M	0.5 SW;hwy S	4228	1	29		Ruf-weeds,Too soft for use-wet wea.
Aguanga, Stardust Ranch	P	3.4 NW;hwy W	1750	1	20		Hill E.
Alpaugh, Von Glahn Ranch	L	7.2 NW	191	3	28		N,NW blkd.
(PC)Alturas	M	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	M	1 W;RR S	4391	3	h35-S1	F2	P-line NE,SW.Soft when wet.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar	L	1 S;hwy E	435	1	22		CLOSED-CONSTRUCTION
Antioch	C	3.6 SSE	191	2	25-S1	F1	W blkd;p-lines NW;hills N,S,E,W.
Apple Valley	C	0.2 N;hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW;RR E	135	1	25		P-line E. Rolling. Soft when wet.
← (P)ARCATA	M	7.6 NNW;ocean W	217	2	h60-BL4,6,7-S1-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	C	1.6 ESE;rd S					ABANDONED.
Artois, Varney	P	1.2 NW;hwy E	175	1	20		N blkd.
Atwood	P	0.6 W;RR,hwy N	235	1	15		
Auburn	M	3.8 N;hwy 1 W	1510	2	31-BL2-S5-U	F2	Soft when wet. Electric ear.
← Avenal	C	0.3 W;hwy NE	790	3	32-*L4-S1	F2	P-line N,Rgt tfc E,S,SE. Soft when wet.
Bagdad	M	1S;hwy N	700	3	38		Use with caution.
Baker, Brown	L	0.8 N;hwy S	940	1	25		Caution-very ruf.
Bakersfield	C	2.8 S;hwy W	378	1	h30-S3	F2	CLOSED Sat,Sun.Ctn-weeds on edges.
(P) " -KERN CO. #1	M	4.4 NNW;RR W	515	3	h59-BL46-S5-W	F4	TV antenna E,SE,S.
" Pumpkin Center	C	7S;hwy S					ABANDONED.
(PC)Banning	M	1 SE;RR N	2190	1	h52-BL4-S1	F2	
Barstow	C	1.8 N;hwy S	2150	3	28-L4	F2	P-line N;hill NNE. Rgt tfc E.
Bass Lake, Wishon	C	1.5 WNW	3380	1	22		Lnd NW;tk-off SSE,Surd by mtns,Ruf.
Beckwourth, Plumas Co.	M	1.2 E;RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower	C	1.2NE;riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW;hwy E	17	2	19		SSE blkd;p-line ESE. Rgt tfc NE,Horses on fld. Soft when wet.
Bieber	M	1 NE;hwy S	4155	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW;hwy S	6750	1	37		Use at own risk. Hills N,S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	M	1.8 ENE;riv E	4121	3	h75-L4-S5-W	F4	
Blue Canyon,13,SFO-SLC	M	1.1NNE;hwyNW	5280	1	34-W		Day fld only,Rolling.P-line NNW.
(P)BLYTHE,21,LAX-PHX	M	7W;hwy S	397	4	h69-BL4-S5-W	F3	
" Heron	C	1.2 E;hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	C	13.5 W;hwy S	565	2	18		Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall, Shearer's Ranch	P	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borego-Air Ranch	L	3.5SE;hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW,Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	M	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW;rd W	810	1	28		SSE,NNW blkd.Use caution.
Boulevard,J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	M	1.3 NE;rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	C	1.4 SW;hwy W	-100	1	23-S5	F2	P-line W. Use strip.
Bridgeport, Bryant	M	0.3 NNE;lk N,W	6465	1	31		P-lines S,W.Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	C	3.5 WNW;RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft, 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co #15	M	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	C	2 S;hwy W	275	1	17	F1	
Calexico	M	1.2 W;riv N	SL	2	36-S3	F3	Rgt tfc W.NW,E end ruf.ARPT OF ENTRY.
Calimesa	L	2.5 SSE;hwys E	2250	1	17		P-line W.
Calipatria	M	0.5 WNW;hwy S	-180	3	40-(S1)	(F2)	ENE,SE,WSW,NW blkd.
Calistoga	C	0.2 ENE;RR S	365	1	h23-*L4-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1SE;hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE;hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	P	9.5 SE	1000	1	h22		Surrounded by mtns.
Canby, Mead	L	0.5 S;RR W	4300	1	23		Soft when wet.
← Canoga Park	P	1.1SSW;RR ENE					ABANDONED.
Carlsbad	C	2 ENE	300	1	17-*L4-S5	F2	Rgt tfc NNW.
← Carpinteria, Parsons	C	2.1 ESE;RR SW	220	1	20-S1	F3	Rgt tfc W.
CATALINA ISLAND Catalina	P	7 NW of Avalon	1560	1	h22		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	M	1.5 N;hwy W	4610	1	h36		
Centerville, Center	C	2.1 SSE,hwy N,W	39	1	20-*L-(S5)	(F1)	P-line WNW. Atnd mornings only.
Chester	M	1.5 SSW;hwy NW	4525	2	53-S5	F2	ENE,SSE,WSW blkd.
(PC)CHICO	M	5 N;hwy E	237	2	h67-BL4-S5-W	F3	Rgt tfc to SSE.
" Patrick	L	2.7 SE;RR,hwy E	201	1	29		
" Ranchaero	C	2.2 WSW;hwy NE	173	1	22-S5	F2	
(PC)Chino, Pacific Airmotive	M	4.5 SE	625	3	h46		Rgt tfc to E.NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	C	0.8 SE;RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont,Cable-Claremont	C	1.8 ENE;hwy S	1400	2	33-BL4-S5	F3	ENE blkd.
Clarksburg, Borges-Clarksburg	C	2.4 NNE;riv SE	12	1	20-S5	F2	ESE blkd.
COALINGA	M	1 N;hwy E	714	3	h52-S3	F2	
Colusa	C	1.2 SW;hwy N	47	1	28-(S1)	(F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	P	2.2 SW;hwy N	45	1	23		CLOSED WINTERS.N,S blkd.Soft-wet
Compton	C	1.5 SW;hwys E,W	90	3	35-B*L4-S5	F3	W blkd.h20 rnwy avail. Rgt tfc E.
(PC)Concord, Buchanan	M	1.5 NW;hwys N,S	22	3	h50-BL4-S5	F4	P-line WSW.
Corcoran	C	1.3 WNW;hwy S	197	1	37-S5-U	F2	P-line NW.Ctn-weeds.
" Baldwin	L	2.7 NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	C	1.2 SE;RR,hwy W	205	1	29-L*1,3-(S1)	F3)	Twr NNW.
Corning	M	1.3 NE;hwy W	300	1	24-B-S1	F2	
Corona, Thursby's	L	1.3 NE;RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N;hwy E	3380	2	26		E/W strip under const. (ABANDONED)
Costa Mesa, Balboa Bay	C	1.3 WNW					
Cotati, Waldo Rohnert Co	P	0.6 NE;RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	M	0.7 SW;crk NE	1385	2	30		Hill WNW. Caution-wet.
(P)CRESCENT CITY, Del Norte County	M	2.5 NW;ocean W	56	2	h50-L4-W	F2	Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxying only.
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	P	3.6 SSW;RR N	22	1	h68-*L		9100'strip avail. Clsd to trans acft,xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Cypress	C	1.3 ESE;RR SW	60	1	19-S5	F2	P-line NNE. Rgt tfc SSW.
Daggett 13,LAX-AMA	M	5 E;RR S	1927	2	h64-BL2-W		
Darwin	M	0.6W;hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	M	3 E;RR N	28	1	23		Soft when wet. Caution-holes.
" University	C	2.4 WSW;crk S	65	3	h37-B-S5-U	F2	SSW blkd;p-line NNW.
Death Valley Jct,Amargosa	P	0.7 W;hwys E,N	2037	1	23		Rgt tfc N.
Delano, Dunlap	M	7.5 ESE;RR W	525	aw	h20		S blkd, Stay N of p-line.Ctn-equip on fld
(PC) " -Kern Co. #3	M	1.5 SE;RR,hwy W	316	2	h60-B*L4-S5	F2	Use rnwys.
(PC)Del Mar	M	1.1 NNE;riv NW	11	1	h25-L3,4-S5-U	F2	Rgt tfc W.
Desert Center, 17, LAX-PHX	M	4.5 NE;hwy NW	550	2	h50-BL4		
" Coxcomb	P	17.5 NNE;hwy W	900	1	45		
Dinuba, Alta	C	4.5 E;RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	C	1.8 NNE;hwy NW	65	1	19-S1	F2	NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	M	6 SSW;RR E	4239	1	23		
Dos Palos, Eagle	M	6.5 SW;canal S					(CLOSED-CONSTRUCTION).
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	P	1.5 SSE;hwy W	100	1	h39		Rgt tfc SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Dunsmuir, Mott. 25B. SFO-SEA	M	3.7 N;hwy W	3229	1	h28-L2	(F2)	Code bcn, P-line NNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S;hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE;hwy SW	275	1	16		
Edwards, Pancho Barnes	C	6.4 SW;rd N	2340	3	36-L-S5	F2	
El Centro, Eshelman's	P	2.5 S					(ABANDONED)
El Monte	C	1 NNE	300	1	h20-BL3,4-S5-U	F2	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE;lk SW	1256	2	32		P-line N;hill W. Soft when wet.
Escondido	L	1.5 W;RR,hwy N	630	1	19		CLOSED.
Essex	P	2.7 NNE;RR E	1850	1	49		
(PC)Eureka	M	2 W	20	1	h24-S5	F2	
"-County	M	3.6 ENE;hwy N	5	2	h17-L1-S5	F3	2100' strip avail. Soft-wet. P-line NNW. Rgt tfc NNW,W.
Exeter, Pruner	L	3 SSW;hwy E	340	1	24-*L4		
Fairfield-Suisun	C	1 E;RR N	7	2	30-*L1-S5	F2	N blkd;p-lines S, WSW. Soft when wet. Weeds N end N/S Strip.
Fair Oaks-Phoenix	C	3.5 ENE;riv E,S	220	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	C	2.3S;RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	M	1 N;hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	M	4 E;hwy N	645	aw	h45		
Fontana	M	3.5NNW;hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs		9.9 ENE	4230	1	15-S3	F1	
Fort Bidwell	M	0.7 N;lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	P	1 SW;ocean W	65	1	h24		
" White	L	1 NNE;riv S	72	1	18	F1	SE, NW blkd.
← Fort Jones, Scott Valley	M	3.5 SSW;rd E	2728	1	38	(F1)	Surd by mtns.
(P)Fortuna, Rohnerville	M	3.3 SSE;rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	M	5.5 SSE;RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(P) " -AIR TERMINAL	M	4.8 NE;RR S,E	331	2	h70-BL4,5,6-S5-W	F4	Use rnways.
" -Chandler	M	1.8 W;hwy S	277	1	h40-BL2,4-S5	F3	Lgts on req after 2200.SE blkd.Rgt tfc Rnwy 11, Hill SE.
" Furlong	C	6.5 NW;canal NE	285	2	30-S5	F2	P-lines NNW, SSE, NW.
" Sierra Sky Park	P	8 NW;riv N	325	1	18		Ctn-weeds, pipe SE end strip. SE blkd.
(PC)Fullerton	M	3 W;hwy S, N	93	1	21-BL4-S5	F3	
Furnace Creek	C	0.5N;hwy W	-178	2	37-S1	F3	CLOSED.Rolling gravel. Rgt tfc S,SE.
← Furnace Creek, 17, RIV-TDL	M	1.5 N	-211	1	h57-BL2		Shoulders-unsafe. Use rnways.
Garberville	M	1.5SW;riv SE	545	1	22-S3	F2	No sto. Rgt tfc NNE. Surd by mtns. Soft-wet.
Gardena-Valley	C	2 NW;RR N	50	1	23-L4-S5	F4	P-line E. Rgt tfc E.
Gasquet	L	1 W;hwy S	390	1	28		Hill WSW.
(P)Glendale, Grand Central Air Terminal	C	2.2NW;RR NE	477	2	h37-*L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N;hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W;hwy N	2600	1	18	F2	Rgt tfc strip27. P-line WNW. Rolling.
" MacBoyle	P	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW;hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E;hwy NW	120	2	23		
(PC)Half Moon Bay	M	5.5NW;hwy NE	64	1	h50-BL4-S5-W	F4	No storage. Rgt tfc to SE.
(PC)Hanford	M	1.2 SE;hwy S	247	1	h22-S4	F2	Rgt tfc to NNW.
Happy Camp	M	0.5 W;hwy S	1208	1	30		
Havasu Lndg, Bolam	C	0.5 N;lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes
Hawes Aux #1	M	1.5 SSW;hwy N	2319	4	h56		
(PC)Hawthorne	M	1.2 E;RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. p-line W. 2-way rdo rqrd. Mtns E.
Hayfork	M	1.2E;rd W	2361	1	30		
(NG)Hayward	M	2 WSW;RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	C	3.7 ENE;riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	P	5.2 NNW;RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	M	2.5 WSW;RR SE	1502	2	50-L4-S5	F2	h2330 rnwy avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	P	1 NNW;RR SSE	70	1	30		P-line E.
(PC)Hollister	M	2.9 N;hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.		13.5 E	110	1	h40		CLOSED.
" McKim Ranch	P	5 NW;riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E;RR W	105	1	14		S blkd, Soft-wet, Drop N end.
Huntington Beach	C	1.8 SE;ocean S	4	1	18		CLOSED, Soft-wet, Eng repairs only.
(PC)IMPERIAL-COUNTY	M	1 S;hwy E	-58	1	h44-BL4-S1-W	F3	NNW blkd.
Independence	M	0.9N;hwy W	3926	2	28-S3	F2	Rolling, No storage.
(PC) " Inyo County	M	6 SSE;hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	M	29.8 ESE;hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	M	1.1 WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	M	2.5 NW;hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	M	1.3 E;hwy N	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co #10	M	0.2 NE;hwy SW	3550	3	42		P-lines S, WSW. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
(PC)Joshua Tree, Giant Rock	C	14.5 NNW	2700	1	56-S3	F2	No storage.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Kerman, Bland	L	2 SE;RR N	222	1	18		
Kernville-Kern Co #13	M	1.2 NE;riv W	2575	1	24		Soft.
(PC)King City	M	1.5 NNE;RR W	370	1	h45-*L4-S5	F2	Embank WNW. 2000' of rnwy lgtd.
" Montgomery Corp	P	5 N;RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	M	2.5 ESE;riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	C	1.8 NNE;riv S,W	25	1	h16-S3	F2	
Lk Hughes, Neenach Rch	L	11.8NW;hwy S	2975	1	19		on rnwy 6-24.
" Sky Castle	L	3 WSW;hwy N	2870	3	36		CLOSED. E, NE blkd; hills SW, WSW. Holes
(PC)Lakeport, Lampson	C	4 SSE;rd E	1380	1	35-*L1-S5	F2	Mtn WNW. Ruf.
LaMesa	C	4.2 SE;hwy 1,2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	C	4 S;rd W	275	2	22-S5	F2	P-line SSE, E/W rolling. Rgt tfc E, SSE.
" Sweetwater	L	4.8 SSW;hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
← Lancaster	P	0.5 NW;RR E					ABANDONED.
" Quartz Hill	C	5.2 SW	2475	3	26-*L4-S5	F2	WNW blkd; p-lines W, WSW.
" Sterks Ranch	L	2.6 ENE;hwy S	2368	2	21		P-line W. Soft in spots.
" Victory	M	9.2 NW;rd S	2425	4	32		Ctn-weeds.
" Waldrip	P	2 NNE;RR W	2335	1	19		
← " War Eagle							
Leggett, Reed Rch	L	1 SE;hwy S	1125	1	21		Soft-wet. Rolling. Hills E.
(PC)Lemoore	M	9 SW;hwy N	247	3	h61-S5	F2	SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N;hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW;hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	M	3.6 WNW;hwy S	120	4	h38	F2	
(PC)LITTLE RIV, Mendocino Co.	M	2.5 SE;hwy 1.5 W	572	1	h52-W	F2	
Live Oak, Bowles	C	1.5 NW;hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE;RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	C	4 WNW;riv S	350	1	23-S1	F2	
" -Sky Ranch	C	1.2 WNW;hwy NE	448	2	40-S5	F2	NE blkd.
Lodi	C	4.5 SW;hwy E	25	1	28-S5	F2	P-line E.
" Lind's	C	4.8 N;hwy E	54	1	30-*L1-S5	F2	2400' of strip lgtd. W blkd; p-line E.
(PC)Lompoc	M	0.6 N;riv 1 N	94	2	23-L4-S5	F2	Rgt tfc W, NW. 800 x 1000' mat avail-use with caution.
Lone Pine	M	0.8S;hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	M	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R.
" East Long Beach	C	9.5 ESE;ocean SW	30	3	20-S5	F2	P-line WSW.
(P)LOS ANGELES-Intnl	M	9.5SW;RR E	125	4	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles	C	8.5 ESE;RR S					(ABANDONED)
(NG) " San Fernando Valley	M	17.5 NW;RR N	799	2	h60-B*L4-S5	F4	2-way rdo rqrd. Rgt tfc rnwys 26, 34. Rnwy lgts inop 2300-0700, ctc Burbank twr for emerg lgts.
(PC)Los Banos	M	1.2 W;hwy S	119	1	h20-*L1-S5	F2	
Los Gatos, Ames	P	4.5 S;hwy 1.5 W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills-Kern Co. #9	M	0.6 NE;hwys S,W	285	1	h63		
" Blackwells Corner	L	10.5 W;hwy E	650	1	30		P-line E.
Lucerne Valley, Double J Rch.	P	7 E;lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NW,E.
(PC)Madera	M	3.5 WNW;hwy E	253	2	h45-BL4-S3	F1	No storage.
Mammoth Lakes, Arcular-ius Rch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	M	7.2 E;hwy S	7100	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6	M	0.7 S;hwy N					(ABANDONED)
" Sunset	L	3.1 NE;RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	M	4.5 WNW;rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	M	0.8 N;bay N	6	1	16		E apch dangerous-twrs and p-lines. Tfc to N, Hill W.
Marysville, Cheim	M	1.5NE;hwy SE	67	2	h34-*L1-S5	F2	P-lines S, SSE; levees N, NNW. Rgt tfc to E, NE.
(P) " YUBA COUNTY	M	3.2 SSE;RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	M	1.6SW;hwy 1 NE	155	2	h40-BL4-S5	F3	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW;hwy SW	1200	1	17		Cattle on field.
Midland	P	1 S;RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	M	2.2 ESE;riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Mojave, Myer	C	1 SSE;RR S	2725	2	36-(S1)	(F2)	W blkd.
Montague	M	1W;hwy S	2527	2	37-B*L2-S5	F2	
(P) " SISKIYOU COUNTY	M	4.3 NE;RRW	2651	2	h75-BL4-S5-W	F3	No storage.
(N)Monterey-Peninsula	M	3.4 ESE;hwy NW	220	2	h50-BL3,4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	P	2.8 SE;hwy W	645	1	12		Fills E, W, S.
Moreno, Rancho	P	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N;RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E;hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE;rd S	1110	1	22		P-line E.
(PC)NAPA-County	M	5.5 S;RR E,S	36	2	h53-BL4-S5-W	F3	
" Stewart	L	2 S;hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	C	1.1 SSE;riv S	10	2	22-*L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	M	5.5 S;hwy E	990	2	h58-BL4-W	F4	No 80 oct avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
Needles, Riverview	C	1.7 SSE	635	2	25-L4-S3	F2	NE blkd.
Nevada City	M	1.5NW;rds S,E	3060	2	26		INACTIVE.NW blkd.Rolling Soft-wet.
New Cuyama	L	0.4S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	C	2.6 NNE;RR W	1	1	18-S5	F2	Soft when wet.Mountain W.
Oakdale	C	1.8 ESE;RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE,SE.
(N)OAKLAND	M	5 S;hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways.
Oak View, Casitas	P	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	C	1.8 NNE;riv N	29	1	25-(S1)	(F2)	Unsafe lgt acft. Rgt tfc W. Use rnwys.
" Hi Hi Sky Ranch	P	1.5 ENE;RR S	48	1	20-*L-S5	F2	Rgt tfc ENE.
Ojai, Henderson	C	3.5 WSW;RR E	600	1	18		Rgt tfc SSW.
Olancha	P	0.5 E;hwy W	3648	2	20		W blkd.
" Campbell's Monache Meadows	L	10 WSW;riv W	8000	2	29		Clsd winters. FEE. Lnd. tk-off S on N/S strip.
" Grant's	C	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	M	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	M	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	M	1.5 E;RR N,S	952	2	h70-BL45-S5-W	F4	Rgt tfc rnwys 3, 7. P-line E.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	M	3.2 ESE	220	aw	h30		E/W strip ruf.
" Kirkwood	M	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	M	3 SW;hwy N	199	2	h60-BL4-S1	F2	
Otay, Wolfe's	L	1.2 SE	220	1	29		Rgt tfc WNW.
Oxnard, Broome Ranch	P	8 SE	15	1	20		Caution-ditch and p-line parallel SSE Strip. Hill WSW.
(PC) " -VENTURA COUNTY	M	1.1 W;hwy E	43	2	h45-BL4-S5-W	F3	
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	C	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	M	2.5 E;dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N,NW.
Palo Alto	M	2 ENE;bay 1 E	5	2	h23-S5-U	91	Ant.SSE;p-line S,WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctr-holes. Use strip.
(P)Paso Robles-COUNTY	M	4.5 NE;hwy 1,5 S	835	2	h47-BL4-S3-W	F4	
Patterson	C	2.2 W;rd S	168	1	26-*L1-S5	F2	Rgt tfc strip 34. Windmill NE. Soft-wet.
Petaluma	L	1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	C	2.3 NE;rd NW	78	1	21-*L1-S5	F2	NW blkd.
Pismo Beach-San Luis Obispo Co.	M	2.7 SSE;RR E	14	1	h23	87	
(PC)Pixley	M	1.2 SW;hwy E	264	1	h20-(S1)		
Placerville	M	1.5 ESE;hwy 1 N	2595	2	29		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	55	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf. E end soft.
(PC)Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona	C	1.8 SSE;rd W					(REPORTED ABANDONED).
" Brackett	C	3 NW;hwys N,E	985	1	24-*L4-S5	F3	Rgt tfc E.
(PC)Porterville	M	3 SW;hwy 1 N	444	2	h60-BL4-S5	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	M	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	M	2.6 WSW;hwySE	1392	1	h40-(S5)	(F1)	
Ravendale	P	0.2 N;RR SW	5260	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	M	1.7 SSW;Crk N,S	354	2	h40-BL3,4-S5-W	F4	
(PC)REDDING	M	7.5 SE;rd W	500	2	h60-*L4-S1-W	F3	
" Benton Air Park	M	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S.
" -Sky Ranch	C	5 S;canal E,N	486	2	29-S5	F2	
Redlands	C	3 NE;RR E	1574	1	25		CLOSED. Rolling. Flying over school.
Reedley, Great Western	C	5 N;RR W	381	1	22-S5	F2	P-line SSE. Rolling. Rgt tfc N, avoid
Rialto, Miro-Fontana	P	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE
" Morrow	C	1.8 S;hwy S	1100	1	h32-S5	F3	Ctn-holes. P-lines ENE, WSW.
Rice	P	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	P	1.3 WNW	470	1	14		P-line S, ant. E. Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	C	0.5 SSW;hwy E	2300	2	40-L4-S5	F3	P-line ENE. Use lgts with caution.
Rincon, Lazy H Sky Ranch	P	1.2 NW;rd E	890	1	15		Lgt acft only. Rolling.
Riverside, FlaBob	C	2.3 WNW;riv SE	760	2	37-L1-S5	F2	1700' pavement avail.
" Arlington	C	4.5 WSW;RR W	765	2	32-*L4-S5-U	87	FEE for lgts. Rolling.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnwys.
Rosamond	C	2.5 WNW	2435	1	21-S3	F2	No storage
" White Oaks	L	19 WNW	4100	1	36		Mtns N.
Rosemead, Pasadena-Rosemead	C	1 NW;RR N	255	1	30		P-line NE. Rgt tfc NE.
Rutherford, Inglenook Rch	P	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	M	3.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
← Sacramento, Branstetter							
" Capitol Sky Park	C	3.4 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	8.6 SSE;hwy W	20	1	13		Soft when wet.
" Jensen	C	4 SSW;RR W	20	1	17-*L3-S5	F3	Rgt tfc S, Unlgtd Ant. N Soft-wet.
" Perkins	L	4.2 ESE;hwy NW					(ABANDONED)
" -Sky Ranch	C	4.6 SSE;hwy E	26	2	23-S5	F2	Soft-wet. Use at own risk. P-lines S, NE.
(P)SALINAS	M	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F3	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	C	4.7 NNW;RR W	1455	4	h28-*L4-S5	F2	Hills N,S;p-line WSW. Rgt tfc N.
" Tri-City	C	3.3 SSE;riv N	1015	3	32-BL4-S5	F3	P-lines S.SE. Ret tfc E.S. 2700' of E/W strip lgtd.
San Carlos-Belmont	C	1.5 NNE;hwy SW	6	1	24-*L4-S5	F2	Levee SE. Rgt tfc.
(P)SAN DIEGO, Lindbergh	M	2 W;bays S,W	15	2	h81-BL4-S5-W	F4	P-lines S, ESE. ARPT OF ENTRY. Rgt tfc rnwys 27, 31.
(P) " Montgomery	M	7 NNE;hwy W	417	2	h34-B*L4-S5	F2	
" Pike's	C	4.8 WNW;RR E	11	1	26-*L4-S5	F2	Rgt tfc NW. Soft spots.
(P) " San Diego County (Gillespie)	M	12 ENE;hwy E	383	2	h54-L1-S5-U	F3	Rgt tfc ESE.
San Fernando	C	1.5 E;hwy 1 SW	1170	1	24-S5	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	C	2 SE;RR SW	1000	1	30-S5	F4	P-lines NNE, SSW. Rgt tfc NNE.
(P)SAN FRANCISCO	M	9 SSE;bay E	11	4	h89-BL5&7-S5-W	F4	2-way rdo rqrd. Equip. on fld.
Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	600	1	21		Rd crosses strip. Tfc pat NE. Surd by mtns.
San Jose	C	3.4 E;rd W	116	1	26-S5	F3	Rgt tfc SE.
(PC) " MUNICIPAL	M	2 NW;RR SW	62	1	h45-BL4-S5-W	F4	
" Reid's Hillview	C	4 E;rd NW,SE	136	1	27-L2-S5	F3	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Cattle on fld nights.
(PC) " -COUNTY	M	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	C	1.5 WSW;RR N	530	2	21-L1-S5	F2	P-line ESE. Rgt tfc ENE.
" -Valley	C	1 W;RR N	530	2	20-S5	F2	Rgt tfc W.
San Mateo	C	2.2 ESE;hwy W					(ABANDONED)
← San Rafael, San Francisco Bay	C	1.5 ESE;hwy W	2	1	h18-S5	F1	
San Simeon, Hearst	P	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(P)Santa Ana, Orange County	M	5 S;hwy N	53	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	M	8.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	330' overrun on apch end Rnwy 25 usable.
Santa Cruz-Capitola	C	4.8 E;RR S	100	2	24-*L-S5	F2	Rolling. days only.
" -Sky Park	C	5.3 N;hwy E	500	1	22-S1	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	C	1.1 SE;RR N	230	4	h33-*L3-S5-W	F4	P-lines W,WNW. Rgt tfc E,ENE, ESE.
" Machado	C	2.2 N;riv N	230	1	27-S5	F2	W blkd.
(PC)SANTA MARIA	M	4.2 SSW;hwy E	259	3	h57-BL4-S1-W	F3	
(P)Santa Monica	M	2.6 ESE;rd E	175	2	h50-BL4-S5	F4	2-way rdo rqrd. Clsd after 2300 Rgt tfc rnwy 3,4.
Santa Paula	C	0.8 S;riv S	240	1	21-*L4-S5	F2	Rgt tfc to S.
" Harvey	L	1.7 E;riv S	290	1	19		CLOSED. Ctn-high weeds, ruf, E blkd.
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	M	7 NW;RR 1 E	125	2	h50-BL4-S5-W	F4	
Santa Susana	C	0.5 S;RR N	965	1	18-S1	F1	W blkd; hill E. Rgt tfc to N. Ctn-weeds, ruf.
(PC)Santa Ynez	M	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1 ESE;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	C	0.8 ESE;rds E,N	2150	1	53-(S1)	(F2)	NNW blkd. Soft spots. Irreg. atnd wint. 1800'SSE end strip unusable wint. mrkd.
Selma	C	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	M	5 E;RR E	425	3	h45-*L2,4-S1		Rgt tfc rnwys 12, 16, 25.
Shelter Cove	M	0.1 W;ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	M	0.5 S;hwy W	1580	1	23		Mtns N. Rgt tfc N.
Silver Lake, 18, LAX-SLC	M	2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp	P	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	C	1 WNW;hwy S	1350	1	h26	F2	E,W blkd. Clsd Suns-auto races.
Sonora, Columbia	M	3.4 NNW;hwy E	2112	2	h32-B*L4-S3	F3	Rgt tfc to SE. Surd by hills.
(P)STOCKTON	M	4 SSE;hwy E	28	3	h45-B14-S5-W	F4	
" Oranges Bros.	C	5 N;RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	C	0.5 NE;hwy S	SL	3	20	F2	Atnd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwy NW	194	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	6.1 SW;hwy W	200	1	15		
Strathmore, Trauger	C	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunnyvale, Santa Clara Valley	C	2 NE;hwy S	29	1	30-S5	F3	2100' rnwy avail. Lgts by elec ear. P-line SE.
Susanville	M	6.5 SE;hwys adj	4146	3	32-BL3,4-S1	F3	P-line N.
Taft, Parker	L	15.6 ESE;hwy S	580	aw	h30		Cattle on fld. Ctn-weeds, loose sand.
" -Kern Co. #2	M	0.6 E;RR S	873	4	38-BL4-S5	F2	P-lines SW,WNW. Ctn-weeds on strip
" Tank Farm	P	21.5 ESE;hwy S	513	4	h30		E blkd.

F-fuel octane, ← New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	M	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	M	1.8 SW;hwy W	-117	2	h50-S1-W	F4	100 oct on req. Use rnwys.
Three Rivers	M	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(A)Torrance	M	3 SW;hwy S	95	1	h50-L1-S5	F3	Rgt tfc rnwy 29. Twrs NW.
(PC)Tracy	M	3.5 SSW;RR N	190	3	h40-S3	F1	
(PC) " New Jerusalem	M	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
Trinity Center	M	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	M	5 NE;dry lk S	1716	1	60-BL2		Rolling.
Truckee,16B,SFO-SLC	M	3.6 ENE;hwy S					ABANDONED.
Tulare	M	3.7 SSE;hwy W	270	3	25-S5	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	M	6 SE	300	1	h25-L2-S5	F2	
Tulelake	M	8 SE;hwy SW	4048	1	35		
Turlock	C	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	P	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	M	9 E;hwy N,W	160	1	h30-S5	F2	Do not lnd on clsd mat areas.Water on fld after rains.
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	L	1.5 ENE;hwy W	1900	3	14		Ctn-sand on N/S Strip.Soft when wet.
" "K"	L	11.3 W;hwy 1 S	2360	3	26		Ruf.
(P)UKIAH	M	1.5 S;RR E	615	1	h40-BL*24-S5-W	F3	Rgt tfc N. Code hcn.
Upper Lake, Gravelly Valley USFS	M	20 N;lk 1 S	1900	2	44		NNE blkd:hills. WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW, ENE.
" Polk	P	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's	C	2.5 NNW;hwy SE	2	2	22-*L1	F2	Rgt tfc W,SW. Soft-wet. Ctn-weeds.
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	C	1.7 SE;RR NE	13	1	h24-*L4-S5	F3	Rgt tfc SE.
Victorville, Circle M Ranch	L	7.3 SE	3000	1	34		P-line NNE.Unmrkd cable across N. end of rnwy.
" "66"	C	5.2 SSW;hwy W	3225	2	26	F2	P-line W.
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	M	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	M	5 W;RR W	292	1	h60-BL4-S3	F3	Equip. NW end of rnwy.
" Green Acres	C	1.8 WNW;RR S	317	1	28-L4-S5	F2	P-line WNW.
" Piepgrass Bros.	C	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	M	8.5 NNW;RR 1 NE	310	2	h25-S5	F2	
Walnut Grove	C	2.4 SW;riv W	SL	1	28-S1	F2	E blkd.Soft when wet.
Warm Springs	C	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	C	2.4 W;hwy N	2875	1	35		
Wasco,Semi-Tropic	P	8.6 W;hwy N	300	2	h46		Ruf.
" -Kern County #5	M	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	M	2.6 NW;hwy S	160	2	h45-*L4-S1-W	F2	
Weaverville	M	1 SSE;hwy E	2040	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	P	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	M	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	M	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	P	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	C	1.3 NE;RR SW	68	1	25	F2	P-line S. Use gravel strip wet wea.
Willits	M	1.3 ENE;rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc strip 25.
Willows, Nolta's	P	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	M	6.6 S;RR W	90	1	20		Soft when wet.
" -Glenn County	M	1.3 WSW;hwy N	139	2	h45-B*L2-S5	F3	
(PC)Winters Flight Strip	M	7.5 ENE;hwy W	98	1	h60		
Woodland	P	3 SE;rd S,W	30	2	27		Soft when wet.
" Weggers	C	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400'strip avail.Twr 300' E of N/S Rnwy.
Yermo, Calico Guest Ranch	C	0.5 NNE;RR S	1925	1	29		P-line E.Ditch across strip.Ruf in spots.
(PC)Yuba City, Sutter County	M	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35.440'ext soft when wet.
Yucaipa, Lincoln	P	2.1 W;hwy SW	2350	2	22		P-line WSW.
Yucca Valley-Sky Corral	L	0.1 N;hwy S	3333	1	30-S3	F2	No storage.Caution-weeds.
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	P	0.8 NNW;hwy E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND. AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Akron, Ward	C	0.7N.	4660	1	28-S1	F1	SE blkd.
" 9, DEN-GRI	M	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	M	2S;riv 1.5 NE	7535	3	57-B*L4-S1-W	F3	Use NW/SE, ENE/WSW Strips emerg only.
" Kramer	C	3 WNW;RR N	7550	2	52-*L4-S5	F1	NE blkd.Soft edges, ends on NE/SW strip.
Aspen	P	3.5 NW;RR E	7800	1	45		
Blanca	M	27 SSW;hwy 15 N	7980	3	58		S blkd.
(PC)Boulder	M	3 ENE;bet RRs	5298	4	42-B*L4-S3-U	F1	
Brush	M	27 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd.Ruf.
Buena Vista	L	2 SW	8050	3	35		Stock on fld.
Burlington	M	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	P	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S.Cattle-fld.
(PC)Canon City, Fremont County	M	6.9 E;hwy N	5436	2	h54		
Center	L	65 WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
(PC)Cheyenne Wells	L	1.5 S	4280	3	33-*L-(S1)	(F1)	NE, E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch.	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF,A) " PETERSON	M	6.5 ESE;hwy N	6172	3	h85-BL4-S3-W	F4	
" Pine Valley	C	92 N;bet RR,hwy	6575	4	42-S5	F1	E,W blkd;p-lines NE,SE,NW.
(PC)CORTEZ, Montezuma Co.	M	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	C	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC)Craig	M	2 SE;riv N	6197	1	56-*L2-S5	F1	Caution-ditch.Use strip.
(PC)Creede	M	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	M	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	C	4 E;RR N	5200	4	56-*L1		
Denver, Federal Hgts.	C	10 NNW;hwy W	5550	3	39-*L-S5	F1	W blkd;p-lines E,S,SW,NW.Erosion.
" Sky Ranch	C	12.5 E;RR S	5478	3	h41-*L3,4-S5-U	F3	Rgt tfc rnwys 26, 30, 36. Ditch W.
(P) " STAPLETON	M	5 ENE;RR N	5331	5	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwys 35,26L,26R,30,21. Rdo rcvr rqrd.Land W numeral 26L.
Dove Creek	C	0.6 E;hwy W	7000	1	44	(F1)	P-line SW.
Dupont, Adams City	C	2.1 SSW;RR E	5107	3	37-S5	F2	All approaches blkd.
(PC) Durango	M	1 NE	6875	1	42		CLOSED.
" -LaPLATA	M	10.6 SE;riv NW	6684	1	h56-BL4	91	SW end soft, ruf.
Eads	M	1.3 WSW;RR N	4210	2	35		
" Freeman	L	10 SSE;hwy W	3900	4	35		P-lines S,SSW,W,NNW.
Eagle,76,LAX-DEN	M	4.5WSW; RR W.	6539	1	51-BL2-W		Ruf.
Eaton, Barnett	P	3 ESE	4800	2	34		Ruf.
Englewood	C	4 E;dam 2.5 E	5550	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	P	3 SSE	9700	1	63		Cattle on fld.
Flager	C	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
(PC)Ft. Collins	M	4 WNW	5160	2	39-S5	F3	Use strips.
(PC)Ft. Morgan, Young	M	6 N	4550	3	52-*L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns.Peake either side S apch Caution-holes.
Glenwood Springs	M	2 S	5900	1	37-S1	F1	Rgt tfc S.
Golden, Creighton	P	4E; lk E.	5600	1	30		NW blkd.Cattle on fld.
Granby	M	1 ENE;RR S	8200	1	40		
(P)GRAND JUNCTION, Walker	M	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)GREELEY	M	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)GUNNISON-County	M	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE;riv N	3360	3	28-*L-S2	F1	P-line NW.Cattle on fld.
Holyoke	M	1.6 ESE;hwy N	3720	2	35-*L	F1	
(PC) Hugo	M	1.5 NW;hwy W	5128	3	40		
Julesburg	M	2.4SW;RRN	3520	3	32-*L1-S5	F1	Multi-eng acft may use NW/SE Strip.Ruf.
Kim, Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
(PC)Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	M	0.9 E;hwy N	7411	1	55		Caution-loose rocks.
(P)LA JUNTA	M	4.5 NNE;hwy W	4238	3	h63-BL4-S5-W	F4	
(PC) Lamar, 10, PUB-ICT	M	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W,Ruf.
Las Animas	P	1.4 S;hwy N	3900	1	26		P-line W.
Limon	M	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5500	1	26-*L	F1	N blkd,Rolling,Land,take-off N.
Longmont	M	2.9 W;hwy S	5047	3	44-B*L4-S5-U	F1	
Loveland	M	2 WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	M	1.4 NNE	7500				CLOSED-FARMING.
Meeker	C	1.3 E;riv S	6300	1	39-*L-S1	F1	
Mesito	P	4 E;hwy 1 E	7750	3	42		INACTIVE, NE/SW Strip rolling.
Monte Vista	M	3.5 W;hwy NE	7770	4	58-B*L4-S1	F1	Req lgts after 2200.Ctn-rocks edge of strips.P-line ENE.
(PC)MONTROSE	M	1.5 NNW;hwy SW	5759	2	h57-B*L4-S5	F3	P-line SW,NE/SW Strip soft when wet.

F-fuel octane. *New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	M	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
Nucla	M	2.3 SSW;riv 1 S	5910	2	50-S1	F1	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h50		Unusable-weeds.
Ovid, Woodham	P	2.1 E;RR adj S	3421	1	30		Ruf.
Paonia	M	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
(AF)PUEBLO-#1	M	2.1 SW;hwy S	4853	4	h53-BL4-S5-W	F4	30' obstn in state-fairgrounds 700'E and in line with rnwy 8-26, P-lines N,NE.
(P) " -#2	M	7 ENE; hwy S	4712	2	h85		CLOSED-CONSTRUCTION.
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	C	0.6 SE; riv 1 N	5500	1	32		INACTIVE,S blkd.
(PC)Rifle	M	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	P	2.8 SSW;canal N	4225	2	28		P-lines NW;hill SE.
(PC)Saguache	M	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
(PC)Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst	L	3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7800	4	74	F1	Soft, ruf.
→ Sanford	C	1.5 W					ABANDONED.
Silver Cliff, Valley	M	0.7 ESE	8000	2	40		N blkd.
(PC)Springfield	C	3.8 N;hwy W	4350	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	M	2.5 NNW;hwy NE	6920	2	19		
(PC)Sterling-Logan County	M	2.8 W;RR S	4037	2	h47-*L4-S3	F3	97 oct avail,P-line NE;ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	M	10.5 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnwys.
" Newcombs Ranch	P	20E	5500	2	37		
Tyrone, Dillingham Ranch	P	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	P	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	M	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	C	0.7 N;RR,hwy S	3950	3	29-(S1)	(F1)	P-line SE, S.Ruf.
Watkins, Craig	P	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	C	2.7 WSW;hwy N	5650	2	30-S3	F2	P-lines N, NW.Ruf.
Wray	M	1.2 NNW;hwy E	3400	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	M	1.4 SSE;hwy N	4150	3	34-S1	F1	SE,S,SW blkd;p-line NW.Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
CONNECTICUT							
Ansonia	C	1.6 ENE	440	1	18-S3	F1	
Bethany	C	1.3 N	680	1	28-*L1, 2-S1	F1	500' N end slopes sharply.Rolling.
(P)BRIDGEPORT	M	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	145 oct avail.NE blkd:NE glide angle 1:1 hwy tfc adj NE;p-line NW.
Bristol	P	1.9 SE;RR N	255	1	18		Ruf.
(PC)Danbury	M	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E.Hartford, Rentschler	C	1.5 SSE	45	4	h58-L2, 3, 4-S5	F4	Code bcn.VFR flgt test operns days all alts in 75 mi radius. 115/145 oct avail.
Essex, Doane	C	1.2 SW;RR E	30	2	19-S5	F1	
(PC)GROTON, Trumbull	M	2.8 SE;RR NW	10	3	h50-BL4-S3	F3	P-line NW.
HARTFORD,Brainard	M	2.8 SE;riv E	18	4	h47-BL2,3,4-S5-W-U	F4	Rnwy 15-33 ruf.N blkd;dikes NE, ENE. FEE. Pools of water at intsxn Rnwy 5-23 after rain[all.
Madison, Griswold	C	2 ESE;RR N	15	2	16-S1	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	M	2.4 SW;RR E	102	4	35-BL2-S5-U	F1	S blkd;p-line SSE;hill WSW.
Monroe	C	0.7 SSE	620	1	20-S3	F1	
(PC)NEW HAVEN	M	4 SSE	15	2	h47-BL2, 3, 4-S5-W	F3	
Pachaug	C	1.4 E	204	1	23-*L4-S3		No storage.
Simsbury	C	2.6 NNE;RR W	210	2	18-S5	F3	
S. Woodstock, DeFlorez	C	1.2 SSE;hwy W	450	2	18-(S3)	(F1)	Atnd week-ends only. No storage.
Torrington, Tor-Win	L	5.3 N	1260	2	21		N blkd.Caution-erosion E.
Warehouse Point, Skylark's	C	2.2 E	120	1	20-S3	F1	No storage.E blkd.
Waterbury	C	5.7 NNW;RR 1 E	843	2	20-S3	F1	
Waterford, New London	C	1.7 N;hwy N	60	2	19-*L1,4-S5	F3	No storage. SE blkd, ridge NNW.
(PC)WILLIMANTIC, Windham	M	2.7 NE;hwy SE	244	3	h43-S5-U	F2	Dike NE.
(AF,NG)WINDSOR LOCKS,Bradley	M	2.8 W	173	3	h68-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	C	2.2 N	37	3	24-*L-S3	F1	P-line SW.
" Sunglo	L	1.3 S;hwy W	30	2	15		ENE blkd;antenna W.
(PC)Georgetown, Sussex Co.	M	1.5 SE;RR N,E	50	3	h50		
Harrington	C	1.5 E,hwy S	50	2	28-*L1	F1	E, W, WSW blkd.
Hartley, Lasch	P	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	C	1.5 SW;hwy S	30	3	21-*L4-S5	F3	
Milford	C	1.1 NNW;hwy E	35	2	25-*L1-S3	F1	ESE blkd
New Castle, Bellanca	C	1.5 W;hwy N	30	3	h25-S5-U	F3	3600' strip avail, turf ext each end.
" Biggs	P	1 NW;RR E	60	3	21		ENE/WSW strip.Rgt tfc NE.Strips soft-wet. SE blkd;p-line NE.Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	C	2.5 W;hwy N	28	4	38-B*L4-S5	F3	ENE, SE, WSW, WNW, NW blkd;unlgtd antenna ENE.
Seaford, DuPont	P	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	P	3 SSE;hwy E	50	1	16		
" Lakeside	P	1 S;hwy E	45	1	18		S blkd.
Wilmington, Du Pont	C	3 WNW;hwy S	185	2	29-BL2,3-S5	F1	SSW blkd.
(AF,NG) " NEW CASTLE CO.	M	4.8 SSW;hwy SE	79	4	h70-BL4-6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	C	1 W;rd SE	45	1	19-S5	F1	WNW blkd;p-line ESE, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	M	2.2 S of Monument	16	4	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	M	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	C	1.3 SE;rd S	3	1	19		S blkd Sandy.
(PC)Apalachicola	M	2 W;bay S	20	3	h52		Use rnwys.
Arcadia	C	2 SE;rd W	60	4	33		
Astor Park, Sellers Lake	P	1.5 WSW;lk N	70	2	24		All apchs blkd.
Atlantic Beach, Bull	C	1 NW;ocean E	15	1	20-(S5)	(F1)	No storage.
Avon Park	M	1.5 W;hwy N	156	4	h40-S1		P-line NW.Use rnwys.
(P)Bartow	M	5.5 NE;RR NW	124	3	h50-BL4		AF primary contr school.Intensive student trng within 20 mi radius 0630-1715 Mon-Fri. No ATC interphone.CLOSED CIVIL AIRCRAFT.
Belle Glade-State	M	1 NNE;hwy W	17	2	24-S5	F1	W blkd.Soft when wet.
Big Pine Key, Barrys		0.5 NW	3	1	26		
(PC)Boca Raton	Airport now Air Force Installation.						
→ Bradenton	C	1 SW;hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC)Brooksville	M	7.5 SW;RR E	70	3	h70-S1	F1	Use rnwys.
(PC)Bunnell	M	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	M	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	M	1 W;gulf W	6	1	h24		Tower S.Use rnwy.
Chipley	L	1.8 SE;RR N	165	2	26		S blkd.
Clearwater	M	2.5 NE	73	3	30-S5-U	F3	
(PC)Clewiston, Airglades State	M	7.6 W;hwy N	20	1	h30-(S5)-U	(F1)	Use rnwy.
Cocoa	M	2.1 ESE;riv E	4	1	43-S5	F1	Caution-construction.Use strip.
Crestview	C	2.5 N;RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	M	1 E;RR SW	42	2	h50-BL2-S1-W	F1	Use rnwys.
Crystal River, West Citrus County	M	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	M	2.8 SW;hwy N	34	4	h50-BL1,6-S5-W	F4	Use rnwys.
(PC)De Land	M	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	M	4.5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	M	1.9 NW;hwy E	13	2	26		NE, SE blkd.
Everglades	C	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC) Fernandina	M	4 S;riv W	16	4	h51	F1	NE, SE, S blkd,Caution-hazardous.
(PC)Ft. Lauderdale	M	8 NNW;RR SE	14	4	h40		Caution-not maintained,Use rnwys.
" Bradley	C	2.8 N;RR W	9	3	h26-S5	F3	N,SW corner of fld ruf. Closed nqts.
(PC) " BROWARD CO.INTNL.	M	3.7 SSW;RR E	10	4	h50-BL4-S5-U	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	M	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	C	3.3 SSE;RR E	19	3	27-BL2-S5	F1	N, NW blkd;p-line W,Caution-wet.
" Angle	C	2.2 NW	20	1	24-S3	F3	Water at intersections.
(PC) " St. Lucie County	M	3.5 NW;RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	M	4.4 NE;RR W	155	3	h50-B*L4-S3	F3	Use rnwys.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	C	4 WSW; lk E, W	70	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	C	1.8 SSE; hwy W	108	2	20		P-line N.
← Haines City	M	1 NW	175	2	20-B	F1	Use E/W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED. NE, S, SW blkd.
Hollywood	C	1 S; RR E	12	1	h23		CLOSED.
(PC) " North Perry	M	6.3 W	9	4	h32-L1-S5	F3	Use rnwys.
Holopaw	M	2, 2 E; hwy S	70	1	26		
Homestead	M	1.6 NE; RR W	8	2	28-S3	F3	No storage. NE, SW blkd; p-line NW. Rgt tfc E.
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	M	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	M	9 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(P) " Herlong	M	9 SW; hwy NW	87	4	h40		CLOSED.
(NG) " IMESON	M	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
← " Mile Branch	C	11 SW	62	2	18-(S3)	F1	No sto. Minor acft, eng rprs wk-ends.
(PC) Keystone Hgts, Keystone	M	4.5 NNW; RR W	196	3	h50-*L1-S1	F1	Use rnwys. Cattle-fld.
(P) KEY WEST, Meacham	M	2.3 E; ocean S	4	4	39-*L-S5	F3	No storage. FEE. ARPT OF ENTRY. Use rnwys.
(PC) Kissimmee	M	2.3 W; RR N	82	3	h50-B		0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(N) Lake City	M	3.7 ESE; hwy N	202	6	h68-S5	F1	OLF to Jacksonville NAS. Use rnwys.
(PC) LAKELAND, Drane	M	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Rnwy lgts on req after 2400. Use rnwys.
(PC) " Lodwick	M	2.8 N; lk N, E	159	4	h35-BL2*4-S1-W-U	F3	NW/SE Rnwy very poor. Rnwy lgts on prior req after 2400.
← " Skyland	C	1.9 WNW; RR S	170	3	21-(S5)	(F1)	
(PC) Lake Wales	M	2.3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	M	4 ENE; lk SE, NW	67	2	h50-B*L2		Use rnwys.
" Fishermen's Lodge	C	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	125	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	M	1.8 E; hwy SE	8	1	h80	F1	
← P) MARIANNA, Graham Airbase	M	5 NE; hwy E	112	4	h50-B*L4-W		Clsd civil acft xcpt prior req. Inten student trng 35 mi radius 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil acft. Equip-fld. Open ditches adj rnwy, taxiways. Use rnwys.
(P) MELBOURNE-Eau Gallie	M	2.2 NW; RR E	26	4	h43-BL4-S3-W	F4	
Mexico Beach	C	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	C	9.7 SW; RR W	10	1	20-S5	F3	
(AF) " -INTERNATIONAL	M	5 NW; canal NE	9	4	h94-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR CLEAR. BASE. Non-sked exec and pvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	M	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	C	3.5 ENE; RR S	150	2	47-S3	F1	No storage. S, W blkd.
Minneola, Kerlin	L	0.5 NE; hwy W	100	2	16		Rolling.
Monticello	C	1.5 SW; hwy E	160	2	25		
(PC) Naples-America	M	2 NE; RR E	8	2	h50	F3	Use rnwys.
(PC) New Smyrna Beach	M	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	M	1 SW; RR E	84	3	h40-BL4-S5	F3	WNW blkd; sign NW. Use rnwys.
(PC) Okeechobee-County	M	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	P	1.5 SW; lk W	120	1	18		
(AF) ORLANDO	M	2.5 E; lk S	115	6	h55-BL4, 6-S5-W	F4	Fences and trees ends of all rnwys.
" Hoequist	C	3.8 SW; lk NW	90	2	20-S5-U	F1	E blkd.
(PC) Ormond, Tomoka		3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	M	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	M	3 NW; RR N, S	56	4	h50	91	Use rnwys.
Panama City, City Air Park	C	3.5 NNE; hwy E	24	1	20-S5	F1	
" FANNIN	M	3 NNW; bay NW	14	1	h40-L4	F3	No lights after 2330. Use rnwy.
" Skyland	C	0.2 W; RR N E	12	1	19-*L4-S5	F1	P-lines N, S. N end soft. Rgt tfc S.
(P) PENSACOLA	M	4 NNE; bay E	121	4	h50-BL4-S5-W	F3	Use rnwys.
(PC) Perry-Foley	M	3.2 S; RR E	45	3	h50-S1-U	F3	Use rnwys.
Pierson-Memorial	M	0.5 N; RR W	70	1	22		
(PC) Plant City	M	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	C	1.5 WSW; RR E	125	2	19-S5	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	M	1.5 NE; RR W	21	4	h40-S3	F3	No storage. Use rnwys.
(PC) Punta Gorda, Charlotte County	M	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	C	2 NE; hwy S	212	2	35-S3	F3	SW blkd.
(PC) St. Augustine	M	4 NNW; RR W	10	4	h40		Closed. Use at own risk.
St. Petersburg, Mullet Key	M	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL.	M	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG) St. Petersburg Whitted/ CGAS	M	2.5 E; bay E	7	3	h33-L2-S5-U	F3	W, SW, NW blkd. Slippery when wet. NW/SE Rnwy clsd tk-offs, lndgs. Use rnwys
← Sarasota, Lowe	C	2.5 E; RR NE	25	2	35-S3	F1	Trees N, S end N/S strip ruf.
(PC) " -BRADENTON	M	3.5 NNW; RR E	24	4	h50-BL4, 6-S5-U	F3	
Sebring	C	2.8 SW; lk NE	135	2	26		Soft spots, ruf.
(PC) " Air Terminal	M	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	C	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	C	0.3 W; RR E	165	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	M	1.5 SE; RR W	17	4	h50-B*L4-S3-U	F3	Use rnwys.
Tallahassee	C	9 NNW; riv NW	250	2	26	F3	SE, SW, NW blkd.
(P) " DALE MABRY	M	3 W; RR S	70	3	h52-BL4, 5-S5-W	F3	Use rnwys.
(PC) Tampa, Hillsborough County	M	7 NNE; riv 15 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	M	3.7 S; bay S	8	5	h40-BL2-S5-U	F3	Use rnwys.
(P) " -INTERNATIONAL	M	5 W; bay 1, 5 SW	26	3	h70-BL4, 5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg
Tarpon Springs	M	2 WNW; gulf W	12	2	20		INACTIVE. N, NW; hwy tfc S
Titusville	M	1.3 NW; bay E	28	2	26-B*L2-S3	F1	
Umatilla	M	0.8 ESE	100	1	23		P-line S. Use strip.
(PC) Venice	M	1.9 SSE; RR E	19	3	h50-S5	F3	Use rnwys.
" -State	M	0.5 SE; hwy W	20	1	19		
(P) VERO BEACH	M	1 NW; RR E	25	6	h71-BL4-S5-W	F4	ENE(south), S, SSW(east), WSW(south) blkd. Use rnwys.
" Hibiscus	C	1.5 S; RR E	24	1	27-S5	F1	
Warrington, Bayou	P	3.2 WSW	15	2	24		WSW blkd. Rgt tfc when wind NE.
Wauchula	M	2.1 E	120	4	21		N, E, NE blkd.
(P) West Palm Beach, Palm Beach County Park	M	7.5 SSW; lk N, E	16	3	h35-*L2, 4-S5	F4	Use rnwys.
(PC) Williston	M	2.2 SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	M	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	M	1.5 ESE; RR NW	92	3	h55-*L-S3	F1	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	M	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
ALBANY	M	4 SW; hwy SE	196	3	h49-BL2, 4-S5-W	F3	Use rnwys. P-line W.
" Pine Knoll Lodge	L	11 SW; SW; RR S	196	2	30		SW blkd.
(P) Alama 43, MIA-ATL	M	2.5 W; RR N	200	2	43-BL2	F1	Soft when wet. P-line NW.
Americus, Souther	M	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	M	3.5 E	807	2	h40-BL4-S1-W	F1	Use rnwys.
(P) ATLANTA	M	8 S; RR N	1024	4	h78-BL4, 6, 7-S5-W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
" Fulton County	M	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	M	7.3 SSE; riv E	142	2	h53-BL4, 6-S1-W	F4	P-line W. Use rnwys.
" Daniel	M	2.5 W; RR S	427	3	h41-*L4-S5	F3	Embank W; p-line S. Use rnwys.
← (P) Bainbridge	M	6.5 NNW; hwy E	141	3	h50		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	M	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays
Blakely, Early County	M	2 SSE; hwys NE	260	2	20		Soft when wet. xcpt prior approval.
(PC) Brunswick	M	2 NNE; RR W	14	2	h23-*L4-S1	F1	Use rnwys.
" Jekyll	M	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	M	6 E	20	4	h43-BL4-S5-W	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	M	0.5 NW; RR S	667	2	32-BL2		S blkd.
(PC) Cairo-Grady County	M	3.3 ENE; hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC) Camilla	M	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
Carrollton	M	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown	M	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	C	5 NE; riv E	324	2	21-BL2, 4-S5	F1	
" Red Dog	L	6.2 NW; hwy 15 E	300	2	22		W blkd. Lgt acft only. Use ctn. Stock on fld.
(P) Columbus	M	1.5 SSE; riv S	240	2	47-*L4-S5	F1	ESE blkd. Lights unreliable. Ruf. Rgt tfc NNW, ESE.
(P) " MUSCOGEE COUNTY	M	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F3	SW blkd. Use rnwys.
Commerce	P	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
← Cordele	M	1.8 NNE; RR W	308	3	h50-BL4		Use rnwys. NE blkd.
Cuthbert, Gay Farm	P	5 SSW; RR's E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	P	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	M	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	C	2 NW; hwy E, N	1000	2	19		CLOSED-HAZARDOUS.
Darien, Eden	M	3.5 N; hwy NE	30	1	30		

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane; ← New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
Dawson, Terrell County	M	2.5 SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	M	1.5 S;hwy W	160	3	h40		
Dorchester, Stevens	L	7.7 ESE;rd NW	10	2	25		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC) Douglas S. Georgia College	M	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	M	4.5 WNW;crk W	303	3	h50-BL4-S5	F3	Use rnwys-holes adjacent.
Elberton	M	2 SE;hwys N,W	710	1	18		ENE blkd.
Ellaville, Gill's	L	1 E;hwy N	565	1	16		INACTIVE. N blkd. Land to S to N. Take-off N to S.
Fitzgerald	M	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	M	1.5 S;RR W,E	1277	2	h40-BL2,4,5,6-S5	F3	Use rnwys.
Griffin-Spalding	M	1.5 S;hwy SSE	936	2	30-B*L2-S3	F3	
(PC)Homerville	M	1.7 NW;hwy NE	185	1	h40		Use caution Stock on fld.
Jasper, Pickens County	M	2 S;hwy E	1435	1	23		Soft when wet.
(P)LA GRANGE, Callaway	M	3 SW;hwy N	700	3	h50-BL2-S1-W	F3	SSW, WSW blkd.
(PC)Lake Park	M	1 SSW	220	2	h47		CLOSED. N, SW blkd; p-line S.
Lawrenceville, Wages	L	1.8 N;hwy E	1075	1	13		CLOSED. P-line E. Light acft only.
(PC)Leesburg, Lee County	M	2.2 SW	285	2	h45		CLOSED-NOT MAINTAINED. HAZARDOUS.
Lithonia, Gunn	C	3.3 WNW;hwy S	960	1	20	(F1)	Hill W. Rolling. Slick when wet.
Louisville, Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	M	10 S;RR E	354	2	h50-BL4,6-S5-W	F3	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	M	4 ESE;hwy E,W	463	3	h47-L2,4-S5	F3	Ruf. Use rnwys. Lgts on req thru Macon radio.
Madison	M	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd p-line NE. Do not ind SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd p-line NW. Soft, slick wet. No sto.
" Parkaire	C	7.7 E	1100	2	22-(S5)-U	F3	
Milledgeville	C	1.5 NW;RR SW	360	2	25-S1	F1	NW blkd; p-line E, SE. Slick when wet. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	M	1.5 E;RR S	300	2	35		W blkd.
Moultrie	M	7 S;RR E, W	287	3	h43		Ctn-cultivation. Dirt adj rnwys. Use rnwys. P-lines NNW, ESE, WNW.
(P) " SPENCE	M	5 SE;hwy W	292	4	h50-BL4-W		AF basic contr. school-student trng. 25 mi radius. Lmtd svcg facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		NE, SW blkd; p-line E. Ruf. Lgt acft. Cattle-fld
Newman, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Caution-lgt acft, Ruf, rolling, W blkd.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	M	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	M	7 N;hwy W	644	3	h45-BL4-S5-W-U	F3	Use rnwys.
Rossville	C	0.6 W;rd S	660	1	17		CLOSED. Rgt tfc S. Ruf.
St. Marys	M	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35		N blkd. Ruf, rolling.
Savannah, Saffold	C	4.8 ESE;hwy S	10	2	35-*L1-S5	F3	SSW blkd.
" Scott	C	5.3 SSW;hwy S	40	1	37-S3	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	M	7.5 NW;RR E	50	4	h84-BL4,6-S5-W	F4	Use rnwys. Rnwy 14-32 clsd.
Smithville, North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W Strip clsd-p-line W. end.
(PC)S. Newport, Harris Neck	M	8 E;riv N	22	3	h53		Use rnwys. Stock on fld.
(PC)Statesboro	M	3.8 NE;hwy W	180	3	h43		S blkd; twr W. Use rnwys.
Stockbridge, Bellah	L	4 ENE;dam'SE	750	aw	21-S1		Cattle on fld. Rolling.
(PC)Swainsboro, Lindsey	P	2.3 S;RR W	300	1	30		INACTIVE. E blkd. Cattle on fld. Deep gully W end. Lgt acft only. Rolling.
" Thompson	M	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	M	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC) Thomaston, Grant Mem'l.	M	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	M	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " Rose City	M	1 SW;hwy S	250	2	42	F3	WNW blkd.
Thomson	P	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	M	2.3 SE;hwy W	343	3	h50-BL-S3	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, LeTourneau	C	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd; p-line SSW. UNICOM on req. Equip on fld.
(P)VALDOSTA	M	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys. NW blkd.
(PC)Vidalia	M	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	C	1.7 NE;lk S	1040	2	19-S1	F1	P-line NNE. Rolling.
Warm Springs, Roosevelt	M	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	M	3.5 NW;RR 15 E	141	3	h40-BL4-S5	F3	Use rnwys. Caution-construction.
(PC)Winder, 4, ATL-LGA	M	3 ESE;RR S	943	3	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
GEORGIA							
Aberdeen	M	2.7 SW;canal E	4460	2	26		Soft when wet.
" Vanderford	L	3.3 NW;canal E	4440	2	24		Ctn-ditches, weeds, rolling. Soft - wet.
American Falls	M	2 NE;RR NW	4404	1	38		Ctn-weeds, Ridge of dirt SE edge.
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	M	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	M	16 SSE	5250	1	25		EMERG ONLY. Cattle-fld. Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf. Soft when wet.
Atomic City, Big South Butte	M	12.7 W	5120	1	26		EMERG ONLY. Cattle-fld. Soft-wet.
" Cox's Well	M	26.6 SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	M	12.4 ENE	5380	1	29		EMERG ONLY. Cattle-fld. Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	P	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	P	195 W of Forney	3710	1	19		CLSD WINT. Land to N; take-off S.
Big Creek USFS	P	0.2 NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take-off NNE. Fence SSW. Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter. Soft when wet.
(PC)Blackfoot	M	1.5 N;riv NW	4488	1	h30-*L1-S5	F2	No storage.
Boise	C	1.8 WNW;riv W	2660	1	26-S5	F2	Stay N of riv. Rgt tfc NNW, P-line SSE. Use strip.
(NG) " AIR TERMINAL	M	4.5 SSW;RR 2 W	2858	4	h80-BL4,5,6-S5-W	F3	Non-rdo equipd acft use Rnwys 28R, 10L only when tfc NWor SE, making left pat. on Rnwy 10L. Rgt tfc Rnwy 28R.
" Bradley	C	3.3 WNW;riv NE	2637	1	30-L1-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	C	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Major	C	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. No storage. WNW end soft.
(PC)Bonners Ferry, Boundary County	M	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis Wint. S end wet.
Buhl	M	1.8 W;hwy N	3660	1	26-S1	F2	
(P)BURLEY	M	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, sign SW.
Calder	P	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD. CLSD WINTER. Cattle on fld.
(PC)Caldwell	M	1.3 W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	P	13.5 NW, Stanley	6635	3	40		Open June-November. ESE blkd.
Carey, Coats	L	0.2 W;riv SW	4790	1	25-*L	(F1)	
Cascade	M	2 SE;riv NW	4720	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	P	36.5 ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
Centerville	P	0.9 NNE;crk E	4000	1	15		Ctn-2' gully across strip approx 700' from SW end. CLOSED WINTER.
(PC)Challis	M	1.2 NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	P	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter, E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	M	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	M	21.5 NE Big Crk	6705	1	18		EMERG ONLY. Skis winter. Danger ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	C	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	M	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	M	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	M	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	M	0.5 N; canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	P	0.5 S;bet rd, crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	M	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)Dubois, 23, SLC-GTF	M	0.8 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	M	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	P	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	M	0.4 NE;RR S	2850	1	26-*L1		P-line S. Skis Nov to April. Ngt lndgs S. Soft when wet.
(PC)Emmett	M	2.6 SW;RR NW	2359	1	24		Use strip. Soft when wet.
Fairfield, Camas County	M	0.4 S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	P	30 WNW;Challis	4750	1	17		Land to SE; take-off to NW, SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Fish Lake USFS	P	365 ESE Pierce	5800	1	29		Land WSW;tk-off ENE.Cattle on fld. DANGEROUS.Mtns W.Down-drafts over lake. Soft spots on N end of strip.
Garden Valley	P	1.3 W;riv SW	3000	1	23		CLOSED-ditch across strip.
(PC)Glenns Ferry	M	1.3 WSW;riv S	2536	1	32		
(P)Gooding	M	3.5 WSW;hwy N	3729	3	h49-(S5)-W	(F3)	Use rnwys.
Grace-Community	C	2.2 N;hwy W	5600	1	26		Ctn-winter. weeds.Cattle-fld.Soft off gravel when wet.
Grandview	M	0.7 ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	M	0.9 N	3295	2	44-*L4	F2	P-line W.Soft off gravel when wet.
(PC)Hailey, Friedman	M	1.1 SSE;RR NE	5315	1	52-S1	F3	Caution-ditches.
(PC)Hazelton	M	1.5 S	4172	1	29		Ctn-weeds.Soft off gravel when wet.
Hill City, Tracy	P	1.7 SW;hwy N	5056	1	33		W blkd.Caution-wet.
Homedale, Douglas	P	5.1 NW;riv NE	2300	1	14		Ctn-brush on strip.Soft when wet.
Hoodoo USFS	P	15 W Cobalt	6200	1	21		Clsd wint.Dangerous.NE blkd.Land from SW;take-off to SW.
Horse Heaven	P	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs.Cattle on fld. CLOSED WINTERS.
Idaho City	M	0.5 SW;hwy SE	3950	1	42		SW end soft.Ridge NE.Take-off to SW. Open May-November.
(P)IDAHO FALLS	M	2 NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys.Soft when wet.
Indian Creek, USFS	P	15 SE Stibnite	4662	1	23		Land NE;take-off SW.Holes SW end. Poor approaches.
Island Park, Last Chance	L	4.4 WSW;riv W	6160	1	30		S 500' usable only when dry.Soft-wet.
(PC)Jerome-County	M	3.3 ENE;rd S	4035	1	28		Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED WINTER.
(PC)Kamiah	M	0.6 SE;riv E	1194	1	28		Ruf.Rgt tfc SE.
Kellogg, Shoshone County	M	0.8 NW;riv NE	2300	1	38-BL2-S5	F2	Field lights unreliable. Hill NW.
Kimama, Laidlaw Corral	M	14 NNE	4580	1	21		EMERG ONLY.Cattle on field.Soft when wet.Ruf.
(PC)Kooskia	M	0.7 S;riv W	1265	1	19		P-line E.Hill NNW.
Krassel USFS	P	11 W Yellowpine	3852	1	13		CLOSED.DANGEROUS.
Lake, Flying R	C	2.8 SE;hwy E,SE	6630	1	30		Downdrafts when E winds. Mtn ENE. Cattle on field.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov.SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	M	0.5 S;hwy NE	5990	2	41		DANGEROUS-Rocks.P-line NW.
(PC)LEWISTON-Nez Perce Co.	M	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F3	
(PC)Mackay	M	0.8 E;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont;bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	P	23 ESE Stibnite	4505	1	20		Open May-October.Skis winter. Land SW;take-off NE.
Malad City	M	2.6 WSW;hwy SE	4503	2	h50-*L2-S1-W	F2	E/W rnwy clsd.
Marsing, Lakeview	P	6 ESE	2620	2	21		Hills ESE,SE.Soft when wet.
" Symms	P	2 NE;hwy W	2696	2	25		N/S Strip ruf.Soft when wet.
Martin, Hollow Top	M	13.3 S	5350	1	22		EMERG ONLY.Cattle on field. Ruf. Soft when wet.
May	M	0.5 ENE;riv SW	5110	1	47		Mtn SE.Soft when wet.SE end ruf.
(PC)McCall	M	1 S;lk 1 N	5021	3	27-S5	F3	Ends NE/SW Strip unusable.ruf.
Melba	P	5.8 WNW;riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	M	1.5 SW;hwy SE	2616	1	33		Soft when wet.P-line E.
Montpelier	M	0.6 NNE;hwy S	5975	1	26-(S5)	(F2)	No storage.Hills S.Tk-off N.Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23		EMERG ONLY.Exper flyers only.One-way apch watch for tfc.Open Apr-Nov.NE,SW blkd;p-line NNE.Cattle-fld.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint.Soft-wet.Prior permission rqrd.
Mountain Home	M	1.8 W;RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	M	1.5 E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	M	0.5 N;hwys SE	3865	1	26		Soft unusable-wet.Hills NW,SE.Cattle on fld.
Nezperce	M	0.2 N	3132	1	20		Soft off gravel when wet.P-line SSE.
(PC)Orofino	M	1.3 NW;riv NE	1003	1	27-S3	F2	Use ctn.Ridge WNW.ESE.Rgt tfc lndg SE. Ruf.
(PC)Paris, Bear Lake County	M	3.3 ENE;rd S	5928	2	h57-B		Caution-fowl on field.
Parma	M	0.6 SSE;RR NW	2225	1	26		P-line NW.Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S;hwy E	6000	2	34		Mtn NNW.Use ENE/WSW strip only. when strong westerly winds.Loose rocks.
Payette	M	2 NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach	L	3.2 E;riv E	4500	1	15		Cattle on field.
(P)POCATELLO, Phillips	M	8.1 WNW	4448	3	h83-BL4,6-S5-W	F4	Ctc Pocatello twr for take-off landings. Bumps 750' from apch end Rnwys 21, 25.
(PC)Preston	M	1.5 NW;riv W	4726	2	33-S5	F2	Caution-located on plateau.
(PC)Priest River	M	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	M	1.2 NW	4858	1	30	F2	
Richfield, Reynolds	M	1 SW;riv SE	4320	1	26		P-line WSW.Soft-wet.Caution-weeds.
Ridgedale, Fuhriman's	P	0.5 NNE	5900	2	26		Use N/S Strip when wind permits.Soft when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Rigby	M	1.7 S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3 NE;riv WNW	1800	1	25		NNE blkd;mtn SSW.Stay W of river. Rgt tfc NNW.
Root Ranch USFS	P	19 N E Big Crk	5000	1	19		Open Apr-Nov 15.Ruf.Skis winter. Take-off N.Canyon to S.Soft-wet.
Rupert, Brockie	P	9 ENE;riv S	4200	1	21		Ctn-not maintd.Soft when wet.Ruf.
St. Anthony	M	1.1 SSE;RR NW	4966	1	39-(S3)	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS.Rolling.
(PC)St. Maries	M	1.2 NW;riv S	2127	1	21		Rgt tfc SE.Soft off gravel when wet.
(PC)Salmon	M	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE,SE,W.Clsd Dec-May.Soft off gravel-wet.
" -River	C	1.2 S;hwy E	3980	1	25		
(PC)Sandpoint	M	1.5 NNW;RR W	2126	1	h32-S5	F2	Soft off gravel when wet. Stack S.
Shearer USFS	P	31 ENE Elk City	2600	1	21		Clsd winters.Ridges each end.Exper flyers only.One way apch.Cattle-fld. Watch for tfc.
Shoshone, Andrew	M	2.5 E;hwy N	4000	1	24		Soft when wet.
" Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD.Rolling.Soft when wet.
Slate	M	3 NNW;hwy E	1660	1	27		EMERG ONLY.P-line NE.Rolling.
(PC)Soda Springs	M	1.3 SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch.Soft off gravel when wet.ENE/WSW Strip hazardous.
Soldier Bar USFS	P	25 E Big Crk	4240	1	11		CLOSED.ENE,WSW blkd.Ruf.
Spirit Lake	L	0.7 W;RR NE	2500	1	22		Hills NW,SE.Ctn-debris;rd crosses strip.Cattle-fld.
Springfield, Wilcox	M	9.3 NNW	4700	1	20		EMERG ONLY.Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only.Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED.Lnd SW;tk-off NE.NW blkd. Mtn NE,SW.Soft-wet.SW end ruf.
Strevell	M	0.5 NNE	5270	2	30-BL2		EMERG ONLY.Ruf.Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000' ENE soft-wet.When wind permits Lnd upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	M	10 WSW;riv SW	5500	1	32		P-line SE.Cattle on fld.Soft when wet.
Triangle	P	0.8 WNW	4500	1	26		
Troy, Rouch	L	2.3 SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	M	5 S;canal N	4148	2	h49-BL4-S5	F3	
Victor	M	0.8 SE;crk SW	6240	1	31		INACTIVE.Use ctn-not maintd.SE blkd.
Warren USFS	P	0.5 NW;rd NE	5912	1	24		Tk-off NW.Canyon SE.Skis winter.
(PC)Weiser	M	2.8 S;riv W	2120	2	34-S1	F2	Soft when wet.
Wilder	P	0.8 NE;hwy W	2550	1	19		P-line NNW.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter.Ridge S,W.Cattle-fld.
" USFS	P	1 W;riv E	4677	1	23		Open May-Oct.Skis wint.Tk-off SW.Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
ILLINOIS							
Alexander, Negus	P	2.8 WNW;RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	M	5.2 E;hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	C	2 SW;hwy E	750	2	22-*L	F2	E blkd.
(N)Arlington Heights, Arlington	C	2 SSW	721	4	29-*L-S5	F2	P-line NE,NW.
(PC)Aurora	C	2.7 NNW;RR E	701	2	30-S3-U	F3	N,S,W blkd;p-line E.Soft when wet.
Beardstown, Hood	C	2.1 SE;hwy E	440	1	18-(S1)	(F2)	
Bensonville, Sky Haven	C	1.5 SE;RR W	650	4	23-*L-S5	F3	S blkd.Use strips.
Benton	M	1.5 NW	445	2	26	(F2)	E blkd.Soft when wet.
(PC)BLOOMINGTON	M	3.3 E;hwy N	877	2	h37-*L4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
Blue Mount, McCoy	C	5 W	615	2	19-*L4-S1	F2	
Bradford	C	4.2 NE;RRW	795	2	26-BL2-S5-W	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd.Soft when wet.
(PC) CAIRO	M	4.5 NNW;RR E	321	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	C	2.5 NNW;RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale-Murphysboro Murdale	M	4 NNW Carbondale	406	3	h27-BL4-S5-W-U	F3	3900' strip available.
Carlinville	C	1.4 E;hwy S	622	1	23-S1	F2	
Carmi	L	1.1 NE;RR S	390	1	28	(F2)	N,S blkd.
Casey	C	0.8 NW;rd N	645	2	23-*L-S5	F2	Rgt tfc S,W over town.
Centralia	M	1.5 ESE;rd N	520	2	26		N blkd.Soft when wet.
Champaign	C	2 NNW;hwy SW	753	3	28-*L-S5-U	F3	Turf usable by permission.
(PC) " UNIV. OF ILLINOIS	M	5.5 SSW;RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		ILLINOIS					
Charleston	C	1.3 SW;RR 1 NW	690	2	26-*L-S5	F2	N blkd.Rgt tfc E.S Soft when wet. Rolling.
Chatsworth	L	1 S bet hwy, RR	742	2	26		N,E blkd.
Cherry Valley, Franklyn	C	1 E	750	3	33-*L-S5	F3	NE,S blkd;p-line N.
Chicago, Elmhurst	C	17 WNW;hwy S	707	4	32-*L4-S5	F3	E,SW blkd;antenna S.Rgt tfc S.SW apch.Use strips.
" -Hammond	C	24.6 SSE of Loop	660	4	53-B*L2-S5-U	F4	NW blkd.
" Hinsdale	C	18.2 WSW	710	2	26-S5	F2	P-line S.Use strips Soft when wet.
" -Howell	C	19.1 SSW	600	4	28-*L3-S5	F3	Soft when wet. Use strips.
(NG) " -MIDWAY	M	9 SW of Loop	618	8	h64-BL23&7-S5-W	F4	2-way rdo rqrd.
" Stinson	C	13.1 WSW;quarry S	644	3	24-S5	F2	Banks SE,S Soft-wet.Use strips.
" Meigs	M	1 E	590	1	h28		Rgt tfc N.FEE. Clsd ngts.
(AF) " O'Hare-Chicago Intnl	M	16 NW;riv 2 E	657	4	h73-BL4,6-S5	F4	Rdo rcvr rqrd. Overrun lgts.
► " Pal-Waukee	C	21 NW;RR W	642	4	h36-B*L-S5-U	F4	No 91 Octane
Chicago Heights Governor's	C	5 WSW;hwy E	750	2	30-*L-S5	F3	E blkd.Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	C	5 N;hwy E,S	800	1	26-*L-S3-U	F2	S blkd.No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville	C	2.4 SSW;hwy W	640	3	26-*L-(S5)-U	F3	N,SW blkd.Ruf.
(PC) " Vermilion	C	4 E;hwy S, RR N	650	1	33-B*L4-S5-U	F3	N,S blkd. E/W strip discontd.
(PC) " VERMILION COUNTY	M	4.8 NNE;RR E	687	3	h40-S5-W-U	F3	Use rnwys.NW/SE Strip closed.
(PC) DECATUR	M	4 E;RR S	679	3	h53-BL4-S5-U	F3	
" -Aviation Company	C	4 NW	678	1	25-S5	F3	P-lines S,W,SW.Rolling.
(PC) DeKalb	M	1.8 E	900	1	h30-*L-S5	F3	p-line SE. Rolling.
► Des Plaines, Ravenswood	C	2.5 SW;RR N	650	4	18-S5	F3	S blkd. Rgt tfc S, SE, W, SW. mrkd
Dixon	M	1.9 ESE;RR S	786	1	18-S5	F2	Code bcn.N,S blkd. Use E/W strip only.
East St. Louis, Lakeside	C	7 NNE;lk W	420	3	32-*L1-S5	F3	Soft when wet.Rgt tfc take-off N,NW,E.
" Parks	L	4.2 SW;RR SE	410	2	26-*L2-W		Rgt tfc take-off E,S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	M	3.6 S;RR W	585	2	30-S1	F2	S blkd.Road crosses E/W Strip.
Elgin	C	2.3 N;riv E	770	3	h24-B*L4-S5	F2	Rgt tfc rnwy 18. Rolling.
Fairfield, O.K. Motor Serv.	C	1.4 WSW;RR S	500	1	22-S5	F2	S blkd.Soft when wet.
Flora	P	0.8 SW;RR N	503	2	27		N blkd;p-line W.
Freeport, Albertus	M	3.5 SE;RR S	840	3	h23-*L1-S5	F3	S blkd.
" Hillcrest	C	4 ENE;riv 1 S	800	2	20-*L-S5	F1	Use strips.Rolling.
Galesburg	M	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E.Rgt tfc take-off SE.
" Munson	C	5 SW;RR N	780	2	21		N,E blkd.
Gillespie	C	1 W;RR S	661	2	19-(S3)	(F2)	E blkd.
Gilman	C	1.2 NNE;RR W	630	1	22-S1	F1	Low spot center of strip.
Glenridge, Central	C	0.6 NE;RR E, W	499	1	26-S1	F2	
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll	L	1.5 E;RR N	650	2	26-(S5)	F2	N,S blkd.Repairs week-ends only.
(PC) Harrisburg-Raleigh	M	5.2 N;hwy E	396	2	27-*L-S5-U	F2	1800' paved rnwy available-use when wet.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	C	3 WSW;hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	C	6.3 E;hwy N	510	2	25	F2	Use N/S Strip only during high winds. W end soft.
Highland-Winet	C	3.6 NE;hwy SE	535	3	26-*L1-S5	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N,S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
Jacksonville	C	3.9 S;hwy E	650	3	18-S5	F1	P-line E.
" Mun	M	2.7 N;hwy E	623	3	36-BL4-S5-U	F3	Use caution.
Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc Antenna NE.
(P) Joliet	M	5 W;riv W	580	2	h30-BL3-S5-W	F4	Use rnwys.
" Wilhelmi	C	3.3 S;hwy W	580	1	25-(S3)	(F2)	P-line W.Soft when wet.
Kankakee	C	3.2 WSW;RR 1.5 E	625	2	26-*L3,4-S5	F3	Ditch N, S blkd.Use strips.
Kewanee	L	3 S;hwy W	825	1	23	F2	
Lacon, Marshall County	M	1.2 E;hwy N	554	2	18-*L	F2	
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
LaSalle, Vogel	C	6.5 NNW;RR E	664	2	20-S5	F3	P-line W.
(PC) Lawrenceville	M	4.5 NE;lks ESE	428	4	h52-BL4-S3	F3	
Lebanon, Cyril Lebert	C	0.5 SE;RR N	437	2	22-S1	F2	S,W blkd;p-line N.Soft when wet.
(N) Libertyville	L	4.4 S	706	4	h29		Close d to all aircraft.
Lincoln	C	1.8 W;hwy N	591	2	31-*L-S5	F2	P-line N.
(PC) " Logan County	M	2 ENE;hwy NW	595	2	h27-*L-S5	F3	3200' strip avail.
Litchfield	M	1.4 SW;hwy E	690	2	h23-B-S5	F2	Shoulders soft.Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	M	2.2 WNW;canal E	664	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	C	2.8 NNW;RR S	740	3	28-*L-S5	F2	P-lines S,SW.Rolling.
" York Township	C	2 SSW;riv W	726	2	20-S5	F2	Use strips.
Macomb	C	2.4 E;hwy E	695	2	26		N,E blkd. Closed Dec-April.
Mahomet, Sangamon Valley	C	1.5 SE;RR N	720	2	18	F2	Rolling.Use strips.
Marion Air Park	C	1.8 ESE;RR S	430	3	27-*L-S5	F2	P-line N.Soft when wet.
(PC) Marion-Herrin, Williamson County	M	4.6 WNW;hwy W	472	3	h38-BL4-S5-U	F3	Fuel available 24 hours.
► Mattoon, Coles Co., Mem'l.	M	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	
Mendota, Fitzgerald	C	1.5 NW;RR NE	800	1	24-*L4-S3	F2	
► Metropolis	M	2 NW;hwy S	380	2	h25-*L1-S5-U	F2	
Milford	C	0.7 NNW;hwy E	650	2	28-S5	F3	E blkd.
← Moline, Miller	M	2.5 E;RR N	575	1	23		CLOSED. S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		ILLINOIS					
(P) MOLINE Quad-City	M	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Land, take-off to E with winds 5 mph or less. Use rnwys.
Momence	C	3.5 WSW;riv N	645	2	25-S5	F2	NE,SW,NW blkd.
Monmouth	M	1.5 NNE;RR W	770	2	31-S5	F1	S blkd;p-line E.
Morris	C	4.5 N;hwy W	590	2	23-*L4-S1	F3	
(PC) Mt. Carmel	M	13.7 NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W;RR S	424	2	22-S1	F2	N blkd.Soft when wet.
(PC) Mt. Vernon	M	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	C	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	C	1.2 WNW;RR S	800	1	23	F2	P-lines N,S.
Northbrook, Sky Harbor	C	1.6 NW;RR E	680	4	26-*L4-S5-U	F2	Ctc Unicom before landing.Rstd to acft under 12,000 lbs.Use strips.
Oaklawn, Harlem	C	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	C	1.8 ESE;RR S	537	2	30-S3	F3	S blkd.
Ottawa	C	1 NNW;rd N	615	3	29-S5	F3	N,NE,S blkd.Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	C	2 E;RRs N	670	2	23		N,S blkd.
Pecatonica	C	1 N;hwy E	750	1	24		CLOSED.Cattle-fld S blkd.Soft -wet.
Pekin	C	5 S;RR E	505	3	34-*L-S5-U	F3	E blkd;p-line W.
(NG) PEORIA, Greater Peoria	M	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Le Tourneau	P	1.8 NE;riv E	445	1	29-*L4		Use field for business only.
" Mt. Hawley	C	6.4 N;RR SW	800	3	30-*L-S5	F3	NE,SE,S,SW blkd.
Plymouth	C	2 W;rd S	650	1	20-(S3)	(F2)	S blkd.Atnd week ends.
Polo, Hamilton	C	2.3 NE	895	2	21-*L-S1	F2	E blkd.
Pontiac, Chief City	C	1.5 WNW;hwy SW	632	1	24-*L-S5	F2	NE blkd.Soft when wet.
Princeton, Piper	C	1.5 E;hwy N	625	2	24-*L-S5	F2	N,S blkd.
(P) QUINCY, Baldwin-Quincy	M	10.5 E;hwy S	769	3	h54-BL3,4-S3-W	F4	
" Doc's	C	4.2 W;hwy S	480	1	28-*L1-S5	F2	P-line SE,NW.Use strips.
Roanoke, Fash	C	4.2 W;hwy N,E					ABANDONED.
► Robinson	M	5.3 E;hwy S	500	2	35	F1	E/W Rnwy closed.S blkd.Ruf.
Rochelle	C	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	C	3 S;hwy W	645	4	25-*L4-S5-U	F2	P-lines W,SW,NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED.Rgt tfc S.
(P) " GREATER ROCKFORD	M	4.9 S;hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	C	6 NNE;riv NW	732	3	30-*L2-S5-U	F3	NE blkd;p-lines E,SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Leckrone	M	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	C	1.4 WSW;RR N	670	2	20-*L-S5	F3	P-line N. Soft when wet.
Savanna, Stransdale	C	4 SE;hwy W	610	3	28-*L1-S5	F2	NW/SE Strip clsd-const.P-line W.
Serena	C	2.8 N;elevator SE	640	1	21-*L1-S3-U	F3	P-line NNE.Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE,SE,SW,NW blkd.
Sheldon, Disoway	C	5.4 SSW;RR W	688	2	26-*L4-S5	F2	S blkd.
(PC) South Beloit, Beloit	C	1 S;RR E	772	4	33-S5	F3	Use strips.
(AF, NC) SPRINGFIELD, Capital	M	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Equip on fld days.Use rnwys.
" Southwest	L	3.5 SW;RR N,S	606	2	24-(S5)	(F2)	Use strips.
Steger, Will County	L	0.5 S;RR W	740	3	15		W blkd;p-line N.Soft when wet.Rgt tfc strips 9,36.
Stockton	C	1.9 SSE;hwy W	940	1	20-S3	F2	Rolling.
Streator	C	2 ENE;RR N	650	2	23-*L-S3	F3	Soft when wet.
Sycamore	C	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off,P-line N,NE,ESE.
Taylorville	M	1.8 WSW;RR SE	612				(CLOSED-CONSTRUCTION).
Tinley Park, Prosperi	C	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Urbana, Illini	C	2 NNE;hwy E	740	3	26-*L-S5-U	F3	
Utica, Starved Rock	C	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W.CLSD WINTERS.
Vandalia	M	4.4 NW	532	2	h39-BL4-S1-W	F2	
Virden	C	1 WSW;RR E,S,W	640	1	21-S1	F2	P-line N.
Warren, Evergreen	L	1.7 S;hwy W	1000	1	26		W blkd.
Waukegan	C	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	C	5 NNW	718	3	37-*L-S5-U	F3	Landing fee multi-engine aircraft.
West Chicago, DuPage Co.	M	3 NW;RR S	760	4	h32-L4-S5-U	F3	N blkd.
West Frankfort	P	0.8 WNW;RR W	400	2	18		INACTIVE.Soft when wet.
Wheeling, Chicagoland	C	3.8 NNW	668	4	40-B*L-S5	F3	
Williamson, W.L.S.	L	0.8 E;hwy E	600	1	26		N blkd.
Woodstock	C	1 NE;hwy SE	910	2	22-S1	F2	E blkd;p-line S.Caution-wet.Use strips.Equip on fld intermittently.
Wyoming	L	1.4 SSW;hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	1	23		E blkd.Use strip.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				INDIANA			
← Anderson	C	3.5 SE;hwy N	910	3	32-*L4-S5-U	F3	P-line E, NE. Use strips.
← " Ace	C	4 S;RR E	910	3	41-*L-S5-U	F3	P-line NE.
(PC)Angola, Tri-State	C	4.2 W;hwy S	984	3	32-B-S5	F1	SE, SW blkd.
Annapolis, Port-O'-The Woods	C	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	C	1.3 NNW;RR E	890	3	27-B*L1-S3	F3	P-lines NNE, SE.
(PC)Bedford	M	3.5 SE;hwy E	728	3	h31-S3	F1	Use rnwys.
(PC)BLOOMINGTON, Kisters	M	5 WSW;RR SE	840	3	h38-B*L4-S1-U	F3	Rgt tfc Rnwy 6. Use strips, rnwy.
" Veteran's	C	2.5 W;RR N	890	1	(26)-S5	F1	Use only NE/SW Strip. Ruf.
Bluffton, Miller	C	4.2 WSW;RR S	827	2	26-B-S5	F1	No storage. E blkd.
" -Wells County	C	2.8 WSW;RR S	820	1	32-S3	F1	P-lines NE.
Brownsburg	C	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	C	1.2 NW;hwy W	751	3	28-*L1-S5	F3	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	M	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	C	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)CONNERSVILLE, Mettel	M	2.8 NNE;canal W	950	3	h25-S3-W	F1	
Converse	M	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	M	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	C	2 N	720	3	30-S5	F3	P-line NE, E, Rolling. Use strips.
Culver	L	2 E;lk W	815	2	23		
Decatur, Hi-Way	C	1 SW;hwy E	775	1	22-(S3)	(F1)	Atnd eve. and suns. No stg. E blkd. Use strip
DeMotte, Cheever	C	2.2 SSE;hwy E	676	3	29-(S5)	F1	N, S, WNW blkd; p-line ESE. Ruf.
Dyer, Triangle	C	1.5 NE;RR E	630	4	33-S5	F2	S blkd. Use strips.
Elkhart	C	2.7 NNW;hwy 1 E	752	2	26-*L4-S5-U	F1	N blkd.
" East Side	C	2.5 E;riv N	750	3	30-*L3,4-S5-U	F3	Rolling and ruf at W end.
Elnora	P	0.5 W;hwy S	380	1	20		S blkd.
Elwood	C	2S;hwy NW	866	2	23-*L4-S5	F1	P-line W.
(P)EVANSVILLE, Dress Meml.	M	4.5 NNE;RR W, E	389	3	h60-BL4-S5-W	F4	P-line E. Use pavement only.
" Skylane	C	2.8 NW	380	2	26-S5		P-line S. No storage.
(NC)FORT WAYNE, Baer	M	7.5 SSW;RR E	801	3	h62-BL3-6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	M	4.5 N;hwy S	833	4	h33-B*L2-S5-W-U	F3	
Franklin	C	4 S;hwy 2 E	745	3	24-*L1-S5	F1	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	C	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	M	3.2 WNW	795	2	h17		Land on mat only.
GARY MUNICIPAL	M	4 NW;hwy N	590	2	h46-*L4-S5	F4	Use rnwys.
(P)Goshen	M	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SE, SW.
" Midway	C	4.9 NW;riv NE	780	2	24-*L3,4-S5	F1	SSE blkd; p-line W.
Greencastle	M	2.5 ESE;RR 1 N	822	3	20-S5	F1	P-line S.
Greenfield, Pope	L	1.9 ENE;RR S	910	1	30		Use strip. P-line S.
Greensburg	C	2.1 WSW;RR N	915	2	23-S5	F1	
Greenwood, Wheatcraft	C	1.4 NE	820	3	18-*L4-S5	F1	
Hartford City-Inman	C	1.8 N;hwy E	885	2	23-S3	F1	
" Hoover's	P	1.8 SW;hwy N	875	1	19		
Headlee	C	1 S	659	2	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	C	1.8 NNW;hwy S	644	2	25	F2	E blkd.
(PC)Huntingburg	M	3 S;RR 2 E	500	2	31-BL1, 2-S5	F1	Use strips.
Huntington	M	2.5 SSE;riv S	810	2	20-S3	F1	P-lines SW, NW; gully S.
(P)INDIANAPOLIS	M	8 SW;RR N	796	4	h51-BL4-7-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft.
" Shank	C	6 NW;hwy NE	740	5	32-S5	F3	
" Sky Harbor	C	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.
(NG) " Stout	Airport now Air Force Installation						
Jasonville	C	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	C	2 N		1	20	F3	P-line S.
(PC)Kendallville	M	2.2 N;hwy W	1000	3	25-S3	F1	P-line SE, SW. No storage.
Kingman, Palmer	P	4 N;hwy N	600	1	26		
Knox, Starke County	M	0.9 S;hwy E	714	2	28-S5	F1	P-lines NE, SE, NW.
KOKOMO	M	4.7 NE;rd N	827	4	h40-*L4-S1-W	F3	
" Ruzicka	C	2.5 S;hwy E	840	2	22-S5	F3	Use strips.
La Fayette, Aretz	C	3 NE bet RR, hwy	614	2	32-S5	F1	P-line WNW. Use strips.
" Halsmer	C	4 ESE;riv NW	664	2	35-*L4-S5	F3	P-line WNW. Use strips.
Lake Village	C	1 NW;hwy S	650	2	22-*L-S5	F2	Use strips.
LaPorte	M	2.5 SSW;RR W	803	aw	30-B-S3	F3	Bcn inop after 2400. P-lines SE, S, SW, NW.
Lebanon	C	1 S	958	2	17-S1	F1	Knoll NW end NW/SE Strip. Use strips.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Lowell, Bailey	C	4.8 SW	690	2	22-S3	F2	Use strips.
← Madison, Meyers	C	2.2 N	870	1	24		Lnd at own risk. N blkd. Use strip.
Marion	C	3.8 SSW;hwy E	850	3	24		
" West Side	C	2.5 NW;hwy S	851	2	27-*L2-S5	F3	S blkd.
Marshfield, Cork's	C	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	C	2 SW;hwy E	800	1	20-S3	F1	
Michigan City	C	4 E;hwy jct SW	650	2	25-S5-U	F3	Tower N; P-line S, E.
" Mun.	M	2.5 S;hwy N, W	668				CLOSED-CONSTRUCTION.
Mishawaka, Sportsman	C	3.7 NE;riv S	760	4	26-S5	F1	NE, E, SE, S, SW, W blkd.
Monticello	C	5 SSW	695	1	19-S5	F1	
" Congram	C	1 ENE;riv W	650	1	20-S1	F1	E blkd.
Mt. Vernon	M	1E;bet hwy, riv	390	2	26-(S1)	(F3)	P-line N. Use strips. Atnd week-ends only.
Mulberry, Stair	C	1 NE, hwy S	850	aw	15-S3	F1	S, SE blkd; tank SW.
(PC)Muncie	C	3.5 N	950	4	h31-*L2-S5-U	F3	3400' strip available.
New Carlisle, Gordon	C	2.8 ESE;hwy 1 N	736	2	16-S3	F1	Use strips. Ruf.
New Castle	M	1.8 ENE;hwy N	1080	3	29-S5	F3	N, NE, blkd. Rgt tfc W. Use strips.
" -Western	C	2.3 NW;hwy E	1078	3	26-S5	F1	N, E blkd.
(PC)N. Vernon, St. Anne	M	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	C	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
Peru	C	3 WSW;riv N	735	2	28-S3	F3	
(AF) " Bunker Hill	C	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	P	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	C	1.5 NE;rd S	923	2	30-*L1-S5	F1	S blkd. Use strips.
" Steed	C	1.5 NW;hwys NE	926	3	23-*L4-S5	F1	NE blkd; p-line N. Use strips.
Princeton	C	0.8 E;RR NE	502	3	20-S1	F1	Use strips. Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21		N, S blkd.
(PC)Rensselaer, Jasper County	M	1.5 WNW;hwy S	676	2	32-BL2-S3	F1	
(PC)RICHMOND	M	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	C	3.7 ESE;RR E	1090	4	19-*L-S5	F1	Hill E.
← Rising Sun	C	0.5 N	530	3	22-S3	F1	P-line W. Rolling.
Rochester	M	1.5 E bet RR, hwy	787	4	25-S5	F3	N, NE, SE, S, NW blkd. Use rnwys.
Rushville, Howell Bros.	C	2 SE;hwy SW	985	1	16-S1	F3	
Salem, Boss-Denien	P	3 WNW;hwy S	876	1	24		SSW blkd.
Scottsburg, Air Harbor	C	1.5 W;hwy N	570	2	25-S5	F1	Ruf. Use strips.
Selma, Huffman	P	0.8 SE;RR N	1014	1	19		SE blkd; p-line NW. Rolling. Use strip.
" Reese	C	3.5 SW;riv 1 W	991	4	20-S5	F1	E blkd.
(PC)Seymour, Freeman	M	2.3 SSW;RR N	575	4	h55-*L4-S5	F3	Use rnwys.
" Mapleton	C	2.7 E;hwy NE	630	3	18-S5	F1	NE, E blkd; p-line N. Use strips.
Shelbyville, Suco	C	0.7 SE;RR E, NE	793	4	21-*L4-S5	F3	P-line N. Rgt tfc N, NW, NE, E.
Sheridan	C	2.1 N;rd W	940	3	23-S5	F3	SW, W, NW blkd. Use strips.
" Black Hawk	C	5.3 N;road E	925	2	18-S5	F1	P-line N. Use strips.
Shoals, Stiles	L	1.2 N;riv W	490	1	22		Hill S.
(P)SOUTH BEND, St. Joseph Co.	M	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2300-0700 daily rnwy lgts avail on req. thru S. Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail, bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Sod areas clsd. Equip on fld. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE RR 2 E	730	3	25-S1	F3	SE, S, SW blkd.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N, NW.
Terre Haute, Cox	M	3.2 S;hwy E	485	3	27-*L-S5	F1	P-line N, NE.
(P) " HULMAN	M	5 ESE;hwy N	585	3	h53-BL4-S3-W	F4	Use rnwys. Fuel on req after 2300.
Valparaiso, Porter County	M	2.8 ESE;RR S	761	2	h19-B-S1	F2	
" Urschell	C	1.7 N;RR S	829	2	26-*L1-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	C	1.8 NW;hwy NE	415	aw	33-S5	F2	NE blkd.
Wabash	C	1.3 NNW;hwy W	781	2	20-S1	F1	Rgt tfc S, W.
(PC)Warsaw-Memorial	M	3 N;RR W	843	3	h24-BL1-S5	F3	2600' strip avail. Rgt tfc N, E, NE. Use rnwy, strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	C	4.3 NNW;RR W	450	3	30-*L1-S5	F1	P-line W. Use strips.
(P)WEST LAFAYETTE, Purdue University	L	1.5 SW	605	1	h35-BL2-W		N blkd. Clsd acft over 26,500 lbs gross weight or larger than C-47 or DC-3 xcpt by special permission. Instructions, Glider flying daily 1600 CST until sunset. Crane S. 3800' strip avail. Use rnwys.
Winchester	C	3 E;hwy N	1109	4	23-S5	F1	
Woodburn, Taylor	C	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
					NEW AIRPORTS (or airports out of alphabetical alignment).		
← Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
				IOWA			
Albia Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW
Algona	M	2 WNW;hwy N	1219	2	28		P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)AMES	M	2.5 SSE hwy E	932	2	29-BL4-S5	F1	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	M	1.9 W;hwy E	1153	3	33-*L-S1	F1	P-line N.
Audubon	C	1 SSE;RR, hwy W	1300	1	15-S1	F1	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling. P-line S.
(PC)Boone	M	2 ESE;hwy N	1143	2	26-BL4-S3	F1	Rgt tfc NE, NW.
(P)BURLINGTON	M	1.7 SSW;hwy E	698	2	h53-BL4-S5-W	F4	Rgt tfc rnwys 12, 18.
Callender, Peterson	L	1.2 WSW	1200	1	18		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
				IOWA			
Carroll	M	4.2 ESE;RR N	1196	3	34-S3	F1	
(P)CEDAR RAPIDS	M	6.7 SSW;RR E	863	2	h54-BL4,6-S1	F4	
" Hunter	C	3 S;hwy E	732	4	27-*L4-S5-U	F2	
Centerville	M	3.5 SSW;RR N	1017	2	26-S5	F1	
Central City, Wassmer	P	3.5 SW;hwy E	960	2	20		N,E,W blkd. Land at own risk.
(PC)Chariton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots	L	2.3 NNE;hwy W					REPORTED ABANDONED.
Charles City	M	3.3 E;bet RR, hwy	1126	3	28-BL4-S5	F1	P-line N,S,SW,NW.
(PC)Cherokee	M	1 S;RR W	1212	3	33-*L1-S5	F1	P-lines NE,SE.Rgt tfc NW,N,NE.
(PC)Clarinda	M	1.3 SE;RR W	992	3	h21-BL4-S5	F1	Rgt tfc SW,SE. Ditches S,NNE.
" Schenck	C	0.8 SE	992	1	28-S3	F1	Rgt tfc N.Water tower, stacks NW.
Clarion	M	1.4 NW;hwy S	1162	4	27-BL4-S3	F1	P-lines NE,NW.Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)Clinton	M	7 WSW;hwy S	701	3	h37-BL4-S5-U	F3	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	950	1	23-S1	F1	
Coon Rapids	M	1.8 W;RR,hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	M	3 SE;hwy S	974	4	37-S3	F1	SW blkd;p-line SE; tank S.
Creston	L	2.5 SW;RRN	1320	1	18-S1	F1	
Dallas Center, Husband	C	3 W;hwy W,N	1015	2	18-*L1-S3	F1	
(P)Davenport	M	5,5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	C	4 ENE;hwy 1 W	670	2	18-S3	F2	
Denison	M	2.8 SW;hwy N	1280	3	30-*L-S5	F1	
" Chamberlain	P	1.3 SE;riv N	1200	1	18		Soft when wet.
(NG)DES MOINES	M	4.5 SSW;hwy S	957	4	h75-BL4,6-S5-W	F4	
" Dodge	L	8 NW	835	1	25-S5	F1	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	M	7.5 SSW;hwy E	1075	2	h56-BL4-S5-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	900	1	22-(S1)	(F1)	Land at own risk, Rolling.
Eagle Grove	M	3.4 NNW;RR E	1131	2	26-*L1-S1	F1	
Elkader, Meyer	C	1.1 SE;RR E,S	915	2	21-S1	F1	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5 S;hwy E	1200	1	20-*L1		S blkd.S end rolling.
Emmetsburg	M	1.3 SW;RR N	1205	3	35-S3	F1	
(PC)Estherville	M	4.6 E;hwy S	1298	3	32-*L1-S5	F1	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy 1.3 N	1190	1	17		Use caution.
Fiscus, Briggs	P	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	M	3.5 N;hwy E	1160	2	h44-BL4,6	F2	Use rnwy-sod unusable.
Fredericksburg, Arle's	L	0.7 S;RR W	1150	1	14		Rolling.
Garner, Wicks	C	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	P	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	C	1.2 SW;RR 1.4 N	770	2	23-S1	F1	Rolling.
Grennell	C	4.5 E;hwy S					(ABANDONED)
(PC)Guthrie Center	M	0.5 NW;riv E	1083	3	26-*L-(S1)	(F1)	
Guttenberg, Ahels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	M	2.7 NW;ilk N	1150	1	24	(F1)	P-line WNW.
Harlan	M	5 SSW;hwyE	1204	2	27-S3	F1	P-line S.
Hartley	M	1.2 SSE;RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	M	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S,SE;bins NE.Atnd week-ends.Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip, Rolling.
Independence	M	4.1 W	990	3	26		P-line N,NW.
(PC)IOWA CITY	M	1.7 SW;riv E	661	3	h43-BL4-S5-W	F3	
" Indian Lookout	L	4.2 SW;hwy E	640	1	21		S blkd.Rgt tfc N.Land at own risk.No landing if wind E,W above 15 mph.
Iowa Falls	M	4.1 S;RR 1 E	1140	4	20-S5	F1	E blkd.
Jefferson	M	1.8 E;hwy N	1041	2	24-*L1-S5	F1	
(PC) KEOKUK	M	4.6 NW	671	2	h38-BL4-S5		
Lamoni, 10, MKC-MPS	L	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	850	3	26		Land at own risk, Rolling.
Laurens-Skyways	C	0.5 WSW;RR N	1250	1	24-S5	F1	
(PC) LeMars, Westmar College	C	1.8 SW;hwy SE	1190	4	28-*L1-S5	F1	W,NW blkd;p-line SE.
Lenox	L	1.3 N;hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	C	1 S;RR, hwy W	935	1	25-S3	F1	N S strip perm clsd.
Manning	M	0.6 SW;RR W	1321	2	24		Tower NE.
(PC)Mapleton	M	0.5 NW;riv NW	1150	2	29-S5	F1	SE,SW blkd. Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
(PC)Marshalltown, Niederhauser	C	4 N;hwy 1 E	900	2	26-*L1-S5	F2	W blkd;p-line N.
(P)MASON CITY	M	6.5 W;hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	C	2.6 ESE;riv S	1215	1	22-S1	F1	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Melbourne	L	0.3 S;RR E	1000	1	24-*L-S1	F1	NE blkd. Use strip. Ctn-strip shortened to 1500' by fence at times.
Missouri Valley	P	1.5 S bet RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	M	2.6 ESE;hwy N	727	3	19-*L1-S5	F1	Unlighted stacks WNW.
(PC)Muscatine	M	6 SW;hwy SE	546	2	42-BL4-S3	F2	
" Greiner	L	6 N;hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E,N	1000	2	26-(S1)	(F1)	E,NW blkd.W end E/W Strip ruf.
Nevada, Farm & Home	L	2 NW;RR 1 S	950	1	26		Rolling P-line N.
" Nelson	C	1.7 W;hwy N	995	2	21-*L1-S1	F1	Rolling.
" Paul	P	3.5 NNW	1000	1	21		Use strip.
Newton	C	1.5 ENE;hwy S	950	3	24-*L1-S5	F2	P-line S.
" Flying Service	L	3 W;hwy S	960	1	22-S1	F1	SE blkd.
Nora Springs, Spotts	C	3.2 W;RR S	1170	2	26-*L-S1	F1	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	M	3 W	1050	3	28-S5	F1	W blkd;p-line NW. Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N;RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	C	2 SSE;RR NE	850	2	21-*L1-S5	F1	P-line NE. Use strips.
(P)OTTUMWA	M	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Fella	L	3.5 SE;RR NW	877	1	24		
Perry	M	3.5 WSW;hwy N	1014	2	23-*L1-S3	F1	
(PC)Pocahontas	M	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph	L	1.7 NNE;RR W	980	1	20		N blkd.
(PC)Red Oak	M	1.5 W;hwy N	1044	3	28-*L-S5	F1	N end N/S Strip soft-wet. P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	M	3 N;riv W	1361	2	23-*L1-S5	F1	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N,W blkd, Rolling. Use at own risk.
Sac City	M	3 SSE;riv W	1160	3	24-*L1-S5	F1	
Sheldon	C	5 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E;RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	M	2.8 WSW;rivNW	963	2	37-*L1-S5	F1	
Sibley	M	2 S;RR NW	1500	2	26-*L1-S3	F1	E,S,W blkd;p-line N.
Sigourney	C	3 S;riv N	692	2	24-S5	F1	S blkd. Soft when wet.
(AF,NC)SIOUX CITY	M	6.5 S;RR 1 NE	1097	3	h75-BL4,6-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S.Dak., Rickenbacker Fld.						
(PC)Spencer	M	2.9 WNW;RR 1 S	1335	3	40-*L4-S5	F3	P-line NE.
Storm Lake	M	3.5 SSW;hwy N	1460	3	34-*L1-S3	F1	Use strips.
Strahan, Hillyer	L	1.1 NE;RR1 SE	1178	1	15	F1	P-line SE, Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd;p-line SE;culvert W. Use strips. Cattle on fld.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE;riv E	1245	1	21		N blkd.
Washington	M	1.5 SSE;RR NE	769	2	26		P-line E.
(PC)WATERLOO	M	5 NW;riv S	870	3	h5+BL4-S5-W-U	F4	
" Canfield	C	3 NW;hwy NE	800	4	28-*L1-S5	F1	P-lines N,NE;bldgs SE.
Waverly, Evans	L	2.2 SSE;riv E	990	1	26		Rolling.
Webster City	M	3.3 SW;RR 2.3 N	1100	4	26-S3	F1	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E;RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
Winterset	L	4.5 W;hwy N	1170	1	21		
Woodward	L	3.2 NW;RR 25 S	1060	1	22		
NEW AIRPORTS (for airports out of alphabetical alignment)							
New Hampton	M	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	P	0.7 NNW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC)Waverly, Bantam	C	6 E	1000	1	26	(F1)	P-line N.
				KANSAS			
(PC)Abilene	M	1.7 WSW;RR N	1148	3	h21-*L4-S5	F1	NE blkd;p-line SE. Strips ruf. Soft-wet.
(PC)Anthony, 24, AMA-MKC	M	2.7 WNW;hwy S	1339	2	45-BL4		ESE blkd. Caution-wet.
Arkansas City	C	3.5 S;hwy, RR W	1067	4	27-S5	F1	N,NE,S blkd;p-lines SE,SW.
(PC) " Strother Aux #1	M	7.5 NE;riv E	1050	1	26		Use strip.
(PC) " " Aux #2	M	6.6 W;hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	M	1.2 S;RR NW	1940	2	32-S5	F2	P-lines NE,SE. Use strips.
Atchison	M	3 W;hwy S	1070	1	h30-S3	F2	Use rnwy.
Atwood	M	2.3 N;hwy W	2960	4	26-S5	F1	Use strips.
Augusta	M	1 NNE	1280	2	26-S5	F1	E,W blkd;p-line S.
Baldwin, Bell	L	2.2 E;hwy S	1040	1	23		S blkd. Use caution apchg S.
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	C	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW. Use strips.
(PC)Beloit	M	1.2 NW;RR S	1416	3	33-L4-S5	F1	SW blkd. Erosion. Use strips.
Bern	P	0.6 S;RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Bird City	C	0.5 S	3575	2	24-B	(F1)	P-line N,Caution-wet,Use strips.
Brewster, Hutton	L	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf.Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd,Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	M	1.2 E;hwy S	1140	2	22		SE blkd;p-line SW.Ruf. Use strips.
(P)CHANUTE	M	2 WSW;lk SE	1001	2	h42-BL23-S5-W	F3	E,SE blkd;p-lines S,NW.
(PC)Cimarron	M	1.8 N;hwy W	2720	3	29-(S1)	(F1)	S blkd;p-line WNW.Soft when wet.
(PC)Clay Center	M	2 W;hwy S	1200	3	30-*L1-S5	F1	P-line S,SE,SW,NW,Ctn-wet,Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet.Hedges W.
" Wood	C	3.5 N;hwy W	1260	3	15-S5	F1	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
Coffeyville	M	2.5 NW	880	3	h26-BL4-S5-W	F1	NE,NW,SE blkd;p-line SW.Ruf.
(PC) " McGUIGIN	M	5.3 NE;RR 15 W	759	4	h59-B*L4	F1	Use rnwys.
(PC)Colby	M	1.8 N;hwy W	3176	3	30-*L4-S4	F2	h2600' rnwy avail.NW/SE,NE/SW Strips ruf.Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater,Stark	P	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip.Cattle on fld.
Collyer,Scherr	L	1.7 E;RR N	2580	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S1		NE blkd;hedge S. Soft when wet.
(PC)Concordia	M	1.7 S;hwy W	1492	3	36-S1	F1	Erosion edges of strips.Use strips.
" Blosser	C	1 S;hwy W	1510	1	18		P-line E. Caution-ruf.
Cottonwood Falls,Chase Co.	M	0.5 SSW	1264	1	26		P-line N.
Council Grove	M	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2760	3	25		ENE blkd;p-line S,SE.
(P)DODGE CITY	M	3 ENE;RR SE	2594	4	h46-BL2-S5-W-U	F4	Use rnwys.
" Ford County	M	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W Rnwy.
" Wilroads Gardens	C	6.3 ESE;RR S	2440	1	22-S5	F1	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	M	4.7 N	920	3	h40		
El Dorado	M	3.6 SE;hwy W	1400	4	25-L4-S5	F3	P-line NW.Soft when wet.Ruf.
Elkhart	C	0.8 ESE;RR NW	3500	3	32-(S1)	(F1)	Use strips.
Ellinwood	M	1.5 NW;hwy,RR S	1790	2	26-S5	F1	Caution-Oil Well 58'E of N/S Strip. N blkd.Use strips.
Ellsworth	M	1 N;hwy S	1630	2	24		
← Elmo, Brewer	L	1.5 WSW;RR N					ABANDONED
(P)Emporia, 37, AMA-MKC	M	5.4 S;hwy E	1204	3	h21-BL4-S5-W	F3	4000'avail N&S strip.Use center of strips-
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd, dry;paved rnwy-wet.
Fall River	L	3.9 NW;dam NNE	1035	1	20		S blkd.Rolling.
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	M	4.5 SW;hwy S	900	2	26-B-S3-W	F2	Caution-avoid light cones.
Frankfort, Maneval	P	1 N;hwy E	1230	2	15		
Fredonia	M	3 NNW;hwy E	880	2	26		
Garden City	M	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
(P) " NEW GARDEN CITY	M	8.5 ESE;RR SW	2895	4	h65-B*L4-S1-W	F3	Use rnwys.Caution-E 800' Rnwy 8-26 abandoned.
(PC)Gardner	M	1.5 W;hwy SE	1070	2	39		Ruf. N blkd.Use strips.
(PC)Garnett	M	1.6 E,hwy NW	995	3	28		Ctn-at all times.Intsxns ruf.SSW blkd.
Glasco, Hurley's	C	2.4 SE	1340	2	26-S3	F1	N,S blkd;p-line E.
(P)Goodland	M	2 NNE	3653	4	37-BL4-S5-W	F3	
(PC)GREAT BEND	M	5 WSW;hwy SE	1890	3	h80-BL4-S5-U	F3	Use rnwys.
Greensburg	M	1 E;RR N	2230	3	28-L4-S1	F1	N,NNE blkd.Use strips.
(PC)Harper	M	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
Hays	M	1.5 E;RR S	2020	4	29-B*L2	F3	
(PC)Herington	P	8 ENE;RR 3 N	1485	3	h67		Closed civil aircraf.,Rgt tfc NW.
(PC) " Soo	C	1.5 SE;hwy N	1450	1	24-(S5)	(F1)	P-line N. Use strip.
(PC)Hiawatha	M	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	M	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
Hillsboro	M	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington	M	1.3 NE;hwy S	1870	1	25		P-line S.
Holyrood	M	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	M	1.2 NNW;hwy E	1134	2	22	(F1)	
Hoxie	M	0.8 N;hwy S	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2660	2	19		Caution-erosion-ditch center E/W. Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3107	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	M	4 ENE;hwy S	1542	3	h70-BL4-S5-W	F4	S blkd;p-line SW.Use rnwys.
" Mills	L	4.4 S;RR W	1520	1	25-(S1)	(F1)	
(PC)Independence	M	6 SW;RR E	820	4	h55-BL4-S1	F4	Westerly N/S Rnwy ruf.
" Arpt	L	5 N;hwy W	847	3	22		Caution-rolling.P-line SW.
(PC) " Montgomery County #1	M	9.5 NW;hwy W	918	1	35		Use with caution.Ruf.
(PC) " Montgomery County #2	M	9.6 WSW	880	1	39		HAZARDOUS. Land with caution.Ruf.
(PC)Ingalls	M	6.8 NW;riv S	2814	5	h31		
(PC)Iola	M	3.2 SSE	1020	4	32-(S5)	F1	Soft when wet.Use strips.
(PC)Jetmore	M	7.2 S;hwy W	2465	4	h60		Use rnwys.
Johnson	C	0.5 NW;hwy NW	3330	3	28-S5	F1	N,NE blkd;p-line S.
(PC)Junction City	M	0.8 NW;hwy E	1104	3	36-*L4-(S5)	(F1)	P-lines NE,SW.Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Kanorado, Winter	C	0.6 SE;RRN	3910	2	26-S3	F1	Ctn-140' elevator NW.Ruf.Use Strips.
(AF)KANSAS CITY, Fairfax	M	3 NE;riv N,E	746	4	h67-BL2,4-S3	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	M	1.5 NNW;RR E	1600	4	27-L4-S5	F3	S,SW blkd.Use strips.
(PC)Kinsley	M	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S.Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS, N,NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
Larned	M	1.6 NNE;RR SE	2012	4	36-B-S1	F1	Use caution on N/S Strip;soft when wet.
Lawrence	M	2.5 NNE;hwy S	832	3	32-*L2-S5	F3	P-line W.Use strips.Ruf.
(PC)Lenora	M	1.2 NNW;crk NE	2325	2	24	(F1)	Ruf.
← Leoti	L	1.5 ESE;hwy N					ABANDONED
(PC)Liberal	M	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	M	1.5 NW;RR S	1412	2	27-*L4-S5	F1	NE,NW blkd.
Lyons	M	1.3 W;hwy N	1700	4	26-S5	F1	P-line N;windmill S. Use strips.
Macksville, Smith	C	1.3 NNE;RR S	2000	2	26-S1	F1	S blkd.Use strips.Rolling.
(PC)Manhattan	M	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F3	Use rnwy.strip.Ditch SE end of NW/SE rnwy.
" Mankan	P	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd.Use strip.
Mankato	M	1.4 NW;RR SW	1840	4	26-S3	F1	Windmill NE;dike W end E/W Strip. Use strips.
(PC)Marion	M	1.8 ESE;hwy N	1370	4	36		S end N/S and NW/SE Strips soft when wet.E,NE,S,NW blkd;p-line SE,SW.
(PC)Marysville	M	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
McPherson	M	1.5 SW;hwy adj	1500	2	h23-S5	F3	P-line N.Shoulders soft when wet.
Meade	M	1 W;RR,hwy N	2528	2	26-B*L4-S1	F1	P-line N.Use strips.Caution when wet.
Medicine Lodge	C	21 SE; RR S	1520	3	34-(S1)	(F1)	Ctn-gopher holes, Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters.N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	M	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	C	2 SSE;hwy W	1480	2	23-S5	F1	E blkd.
(PC)Norton	M	0.7 NNW	2365	2	52-B*L4-S1	F3	Ruf.Use strips.
← Oakley-Bertrand	L	0.6 SSW;RR N	3050	4	24-S1	F2	S blkd;p-lines N,SE.Use strips.Ruf.
Oberlin	M	0.9 NW;hwy SE	2684	3	26-B*L4-S3	F1	SE blkd.Ctn-60' poles adj S.Use strips.
Olathe-City	M	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	M	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
Osawatomie-Paola	M	3.6 NE;RR NW	945	2	32		Caution-erosion on edges.Use center of strips.
Osborne	M	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	M	5.3 S;hwy W	975	3	h24-S5	F2	Use N/S Rnwy. Ruf.
← " Conrad	C	3.8 NNE					ABANDONED
Oxford	M	4.5 E,RR S	1200	2	33		NW blkd.Use strips.Ruf.
Parsons	M	2 NW,RR S	936	2	23-(S1)		Use only when dry. Ruf.
(PC) " PEP	M	13 W;hwy N	870	3	h40		
(PC)Phillipsburg	M	1.4 S;hwy E	1882	4	33-*L4-S1	F1	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)Pittsburg, Atkinson	M	2.5 NW;hwy E	948	3	h40-B*L4-S5	F1	Use rnwys.
Plains	M	0.3 NNE;hwy N	2772	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
Pratt	M	4.5 N;hwy E	1959	3	h80-L4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1930	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie, Prairie Oak	L	1 NNE;RR NW	1530	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
← Protection	M	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf-obstns-dangerous
← " Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle fld.Use
(P)Russell	M	2.7 ESE;hwy NE	1660	3	32-BL4-S5-W	F1	N,NE,SW blkd;p-line S. strips.
(PC)Sabetha	M	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
St. Francis	M	1 S;hwy N	3415	3	37-B*L4-S1	F1	P-line N. Ruf.
(P)SALINA	M	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips,rnwy only.
Satanta	M	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Caution when wet.
Scott City	M	1.3 ESE;hwy N	2980	4	h25-*L-S5	F3	3200' strip avail. W.SW blkd; p-lines N,NE.Ruf. Use strips.
Sedan, Walter's	C	2.7 SSE;hwy S,W	850	1	17-S1	F1	
Seneca	M	0.5 W;RR S	1250	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	C	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	M	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	M	2.5 W; hwy N	1889	4	26-L3,4-S5	F1	P-line N,NE.Use strips. Ruf.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	M	1 N;hwy W	3320	2	36-B-S1	F1	P-lines SE,SW.
Topeka	C	3.8 NNE;hwy W	890	2	26-S5	F1	WSW blkd.
" Allen	C	4.3 WSW;hwy N	1000	3	26-*L1-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	M	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	Bridge SE. Use rnwys.
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3550	2	26		P-line W.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Ulysses	C	1,3 NNW;hwy E	3050	3	30-*L-S1	F3	S blkd;p-line SW.Caution when wet.
" Cities Svcg, Hugoton	P	12,2 E;hwy N	3025	2	38		
(PC) Washington	M	0,9 E;hwy S	1290	2	18		
→ Wellington	L	3,5 N;RR W	1290	1	26	F2	S blkd.
→ Wichita	M	6,2 WSW;RR S	1332	2	h73	F4	No facs for non-sked operns.Ctn-construction.
" Beech	P	6 E;hwy S	1378	3	h51		Factory use only.P-line N.Night landings prohibited.
" Cessna	C	4,5 SE	1384	5	53-S5	F1	Ctc Wichita Tower for tfc instructions h2000' rnwy available.
" Ken-Mar	C	7,6 NE	1410	4	29-*L1-S5-U	F1	P-line N,SW. Use strips.
" Rawdon	C	5,7 E	1396	1	24-*L1-S5	F3	P-line S. Rgt tfc N,W. Use strip.
→ " Riverside	C	5 NNW;hwy S,W					ABANDONED.
" Westport	C	4,5 SW;RR N	1290	1	26-S5	F1	N blkd.No storage.Cattle-fld.Soft-wet.
" Westport Aux.	L	5,9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC) Winfield, Strother	M	5,7 SSW;RR SE	1161	3	h58-B*L4-S5	F3	Use rnwys only.
Winona, Lowe	L	0,6 NW;RR S	3200	3	26	(F1)	P-line S,SE-NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0,8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
KENTUCKY							
→ Ashland-Boyd County	M	7,5 NW;RR S	542	1	h50-L4-U		Lgts on 30 min prior req thru Huntington rdo.
Bardstown, Nelson County	L	4,1 W;hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	M	2,5 SSE;hwy W	540	2	h40-B*L4-S5-W	F4	Use rnwys.
(P) COVINGTON, Greater Cincinnati	M	10,5 SW;riv 25 NE	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. ESE/WNW Strip perm clsd.
Danville, Goodall	C	4,2 S;RR 1 W	1030	1	24-S5	F1	N blkd;p-line ESE.Ctn-trees all apchs.
David, Permele	C	0,9 N;RR E	700	1	26		CLOSED.Caution-hills.
Eminence, Giltner	L	4,5 SW;rd E	790	1	13		SW end rolling.
Falmouth, Pendleton County	L	0,9 SSW;riv E,S	550	1	16		Hill S. Rgt tfc S. Cattle on fld.
→ Frankfort, Cedar Hill	C	4,4 NE;hwy W					ABANDONED.
Georgetown, Marshall	M	1,5 S,hwy E	910				CLOSED-CONSTRUCTION.
Gilbertsville, Ky. Dam. State Park	M	0,8 NNW;RR E	349	2	h30	F1	NNW/SSE Strip soft when wet. E,W landings use rnwy.
Goldon Pond, Ky. Lake	C	4,4 W;lk W	388	1	22		Hills N,S,E. Caution when wet.
Harlan	C	5,3 NE;riv S	1230	1	21-S3	F1	E blkd,Mtns each side of strip.
Harrodsburg, McAfee	C	5,9 N;hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
Hartford	L	0,3 S bet RR,hwy	405	1	24		S 1200' flooded during high water.
(PC) Hazard	M	2,5 NNW;riv N,W	861	1	21		S blkd.Mtn sur fld.
Hodgenville, Evergreen	L	3,9 SW;riv NW	735	1	12		P-line SE. Rolling.
Hopkinsville	M	0,8 E;hwy N	540	1	18		CLOSED-seeded.
" Garnett	L	5,5 SSE;RR 1,8 W	586	1	23		Ctn-woods N,S.
(P) LEXINGTON, Blue Grass	M	6 W;hwy N	978	3	h50-BL4-S5-W	F4	W blkd.
London	M	3SSE;hwy E	1201	1	h40	F2	Use rnwy.
(P) Louisville, Bowman	M	5,5 ESE;RR 2 N	549	3	h43-BL2,4-S5	F4	WSW blkd;p-line S.Rnwy 1-19,14-32 lgtd
(NG) " STANDIFORD	M	4,3 SSE;RR NE,W	497	3	h50-BL4,7-S1-W	F4	2-way rdo rqrd. FEE. when twr inop.
Madisonville	L	6 ENE;RR S	420	2	h24		CLOSED-NOT MAINTAINED.
" Athey	C	1 NE;hwy's S,W	500	1	24-*L-S5	F1	
Manchester, Sky	L	2,7 SE;hwy NE	850	1	21		CLOSED. Mtns sur fld.
Marion-Jaycee	L	3,5 S;hwy E	709	1	18		P-line E.Rolling, ruf.Cattle on fld.
(PC) Mayfield-Graves Co.	M	3,6 ENE;hwy S	580	1	h33	F3	Caution-cemetery 100' N end rnwy. P-line S. Use rnwy.
Mays Lick, Rees	L	3,5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	M	1,2 W	1155	1	h36-S5	F2	P-line E.Levee W.Use rnwys.
Milford	L	0,5 SE;riv S W	500	1	14		Ruf. Hill SSE.
Monterey, Karsner	C	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
Morehead	M	8 WSW;RR N	610	1	20		300' SW end ruf.
(PC) OWENSBORO-Daviess Co.	M	3,5 WSW;hwy N	407	2	h42-BL4-S5-W-U	F3	Use rnwys.
(P) PADUCAH, Barkley	M	8,8 W; RR 1N	405	4	h40-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2,2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	C	2,1 NNW;RR S	671	1	15-*L4-S3	F1	Caution-mtns sur fld.
Richmond, Port Richmond	L	4,6 E;hwy S	975	2	20		N, S blkd.
Sebree, Major	L	2,1 NE;riv E	390	1	25		S blkd.
Shelbyville, Shelby	C	2,9 E;hwy S	850	2	17-S1	F1	
Somerset-Pulaski Co.	M	2,5 S;hwy W	927	1	30-S5	F1	No storage.
(PC) Sturgis	M	1,5 ESE;hwy W	372	3	h50-L4-S1	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Liberty	L	2 NNW;hwy W	900	1	15		Caution-hills, mtns sur fld.Follow valley on apchs.
West Point	C	1,3 ENE;RR W	420	1	20-L1-S5	F1	Hills SE,SW.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1,4 WSW;hwy S	760	2	16		Caution-slippery when wet.
LOUISIANA							
Abbeville	M	3E;hwy S	16	2	20-S3	91	
Alexandria	C	2,4 NW;hwy N	88	1	25-S5	F3	NNE blkd.Soft when wet.
" McArthur Drive	C	2 WSW;hwy E	87	1	26-S3	F1	
(PC) Bastrop, Morehouse Mem'l	M	2,5 SE;RR W	169	2	30-S5	F3	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	P	4,7 SE;RR SW	35	1	41		NW blkd,Cattle on fld.
" East Baton Rouge Parish	M	3,5 E;hwy N	53	aw	31-B*L2-S5-U	F3	Bndry lgts on prior req after 2400.
(P) " Ryan	M	5,5 N;riv 3 W	70	3	h60-BL4-S5-W-U	F4	
(PC) Bogalusa	M	2 N;RR E	113	2	32-*L4-S5-U	F3	S blkd;p-line E.
(PC) Bossier City, Shirley	C	5 SE;riv W	167	2	32-S5	F1	No storage.
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0,5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3,6 NW;riv 2,2 E	170	2	22		
Clinton, McCutcheon	C	2,2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	M	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC) Crowley, LeGros Mem'l	M	6,5 WSW;RR W	16	2	h43-S3	F2	
DeQuincy	M	1,5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf.Rd crosses strips.
(PC) DeRidder, Beauregard Parish	M	3 WSW;hwy N	203	4	h45-S1	F2	Use rnwys.
Dixie	L	0,8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Doise	L	1,5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1,2 W;hwy N	45	1	30		
Fenton, Watkins	L	2,5 SSW;hwy W	30	3	19	(F2)	P-lines W,NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3,8 SSE;rd N	5	2	18		ENE,ESE,WNW blkd.
" " #2	L	6,5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7,5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	M	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	M	0,9 N;hwy SW	360	1	22		
Hornbeck, Hodges	L	3,2 N	400	2	24		
Hosston, Nichols	L	3,4 NW	230	2	23-S5	F1	No storage, Rolling.
Howard, Kelly	L	1,2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW. Cattle on fld.
" Howell	L	2,5 ENE;rd W	260	1	26		Use strip.
(PC) Jeanerette	M	0,7 SE;RR NE	14	1	30		P-line NE.
(PC) Jennings	M	1,4 NNW;hwy E	25	3	38-B*L4-S5	F3	Rgt tfc strips 17,22, 31.
Kaplan, Trahan Airstrip	L	6 W;hwy N	14	1	20	F1	P-lines N,S.
(P) LAFAYETTE	M	2 SE;RR W	41	2	h51-BL4-S5-W	F4	Rnwy lgts on req after 2400.P-line SSW. Use rnwys.
" Bois De Lafayette	L	2,5 S;hwy E	39	3	20		P-lines N,S.
" Girard	C	2NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	C	0,5 ESE;hwy S	8	aw	16-S1	91	NNW,SSW blkd.
" Little Pecan Island	L	20,8 SSW;lk NE	5	1	28		
Lake Charles	M	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	C	0,3 E;riv E	110	1	18-S5	F1	
" Byerley	M	1,8 NW;lk S	106	2	35	(F3)	
Logansport, Averette	P	4,2 NNW;rd E	300	2	20		S blkd;p-line SSE.
Longville	L	0,5 SE;RR W	80	1	27		
(AF) Mansfield, DeSoto Parish	M	4,5 NW;hwy SW	323	3	h51		
Many, Hart	M	1,8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC) Marksville	M	2,2 S;RR E	78	1	27		
Minden	L	1,5 W;hwy S	200	2	23		
" Mun.	M	6 NNW;rd E	240	2	27		
Monroe, Mid-South Duster	L	6,8 S;hwy W	80	1	23		P-line W, Use strip.
(P) " SELMAN	M	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root	L	6 SE;hwy NE	4	1	20		NNW blkd.
Morganza-Pte Coupee	L	0,1 S;RR E	35	3	20		Soft when wet.
(PC) Natchitoches, 20, NEW-MKC	M	2 SSW;hwy E	115	2	h41-BL4-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	M	5 NW; hwy NE	28	2	h40-BL4-S5	F3	Use rnwy.
(NG) New Orleans	M	6,5 NNE	8	4	h38-L4-S5-W-U	F4	P-line S,SE.
(PC) " Callender	M	9 SSE; riv E	5	3	h50-BL2,4-S3	F3	Use rnwys.
(P) " MOISANT INTN'L	M	11 WNW; riv S	3	4	h70-BL2,4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	M	2,5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	M	2 NW; RR S	75	3	h45-BL4-S3	F3	Rnwy lights on to 2400.
(PC) Patterson, Williams Memorial	M	2 WNW; bayou NW	9	3	45-S3	F1	WNW, NNE blkd.
(PC) Pollock	M	4,5 SW	213	3	h45		
Quebec, Arneson	C	1 WNW; RR S	77	1	15-S5	F1	No storage, Soft when wet.
(PC) Rayne	M	1 NW; RRS	30	2	18		
" Hains	P	4 SSW; rd E	20	1	26		P-line N.
Rayville	M	1,2 WNW; RR S	83	1	22		P-line S.
" Garland	L	7,6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2,4 NE; rd S	25	3	17		S,SE blkd.
Robson, Naylor	L	1,6 SSW; rd N	155	1	21		P-line N.
(PC) Ruston	M	1 SE; RR N	317	3	h29-BL4-S5	F3	
St. Joseph, Castle	P	2 N; hwy NE	75	1	22		P-line N.
(PC) Shreveport, Greater Shreveport	M	6,5 SW; RR NW	251	4	h64-BL4,5,6-W	F4	Do not use turf.
(P) " -Downtown	M	3,5 N; riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	P	8 S; RR E	170	1	31		S end soft when wet.
Riverside	C	2,5 ESE; riv E	173	2	23-S3	F1	
Slidell, Morrill	P	1,8 SSE; hwy N	9	1	14		N blkd, Cattle on fld.
" Pravata	P	1,5 NW; hwy N	9	1	18		Use ctn. Ends of strips ruf, Cattle - fld.
Tallulah, Scott	C	2,4 ENE; hwy S	84	2	32-*L4-(S3)	F1)	No storage.
Thornwell, Lyon	L	2,9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	C	3,5 WNW; hwy S	40	1	16-S1	F2	
Vinton, Breaux	L	1 NNW; RR S	20	1	25		S blkd, Cattle on fld.
Welsh	M	0,5 NW; RR S	26	2	30-BL4-S3	F3	E blkd.
Wilson, Redwood Ranch	L	1,5 SSE; hwy W	256	2	20		
Winnfield, Joyce	M	3 NW; hwy E	156	2	30-(S3)	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution.
Winnsboro	C	1,4 ESE; hwy W	80	2	20-*L4-S1	F1	
Woodworth, Delaney	P	2,7 ESE; hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
MAINE							
Andover	L	2,5 S; hwy E	675	1	17		Use strip.
(PC) AUBURN-LEWISTON	M	4,5 SW; riv 1 N	292	3	h45-B*L4-S5	F3	Use rnwys.
(P) AUGUSTA-STATE	M	1,2 WNW	357	4	h42-BL4-S5-W	F2	Rnwys 3-21, 12-30 clsd acft over 15,000 lbs. NNE blkd.
(PC) BAR HARBOR	M	9 NW; riv E	84	3	h45-B*L2-S5-U	F3	Beacon operates summer months.
(PC) Belfast	M	1 SW; hwy 1 E	160	2	h40		SE, NW blkd, Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0,6 WNW; riv W	120	1	14		Overhead cable W-dangerous Ruf, Soft-wet.
Bethel	L	1,6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW; hwy NW	160	2	21		ESE blkd, Use strips.
Blue Hill	L	2,5 NNE; hwy SE	360	1	23		
Brewer	C	1,6 S	100	2	21-*L-S5	F2	E/W Strip clsd when wet. S 500' N/S Strip ruf.
Brownville Jct., Prairie	L	4,5 N; rd jct SW	422	1	18		Use at own risk, W blkd, Ruf.
Brunswick	C	3,3 W; RR SE	175	1	16-S5	F1	No storage.
Caribou	M	1 NW; hwy E	623	2	h35-S5-W	F3	E blkd. Auto tfc E end E/W rnwy. ARPT OF ENTRY.
(PC) Deblois Flight Strip	P	2 SE; hwy E	217	1	h40		INACTIVE. 6000' strip avail including 1000' overrun.
(PC) Dexter	M	3 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0,3 S; riv W	290	1	14		
Eastport	M	1,5 WNW; hwy NE	67	2	h28-S3	F2	No Storage. Unsafe-holes, ruf, high bushes NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1,5 WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1,2 SSE; hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	C	1 SW; RR, hwy W	470	2	18-*L-S5	F1	NNW blkd.
(PC) Fort Kent	M	3,4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3,5 NNW; hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC) Greenville	M	2 ENE; pond E	1401	2	h30-S1-U	F3	Unattended winter.
Harrington, Cherryfield	P	2,6 WSW; RR N	80	1	15		INACTIVE. Ruf, rolling. Soft when wet.
(P) HOULTON	M	2,5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. WNW/ESE safety strips unusable.
Hudson, Robbins	L	2,7 SW	365	1	14		Rolling.
Jackman, Newton	M	0,2 E; riv N	1170	1	22		CLOSED-LEGALLY.
Lewiston, College Road	L	2,2 NNE; riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2,8 SW; rd SE	85	1	12		DANGER-SHORT FLD. Soft when wet.
Mars Hill	C	0,7 NNW	435	1	20		INACTIVE. NW end ruf. P-line NW.
(P) Millinocket	M	1 SE	408	2	h50-BL4-S1-W	F3	Rnwy 16-34 clsd wheel acft wints. Use rnwys.
Minot, Maheu	C	3,5 NNW	720	1	21-S5	F1	SSE, NNW blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MAINE							
Moose River, Sky Lodge	P	1 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	M	3,7 W; riv NE,W	270	2	h40		Use rnwys.
Norway	M	1 N; RR S	387	1	15-S1	F2	Soft when wet, Use strip.
(P) Old Town	M	1,8 NNW; hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Peru, Linnell's	L	0,8 NW; RR, riv N	410	1	20		
Phillips, Pleasant Valley	L	2,9 NNW; riv N	670	1	41		Ctn-const 300' WSW end of strip.
" Raymond Farms	C	0,8 S; riv E	556	1	18		WNW end soft when wet.
(PC) Pittsfield	M	0,8 SSE; riv N,S	190	2	h40		SSE blkd, Skis winter.
(P) PORTLAND	M	2W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters, W blkd.
(PC) Princeton	M	1,5 SSE	250	2	h40-S1		Use rnwys, NW blkd.
Rangeley	M	1,6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC) ROCKLAND	M	3 SSE	49	3	h45-*L4-S3	F1	Airline Stop Sum Months, ESE, SE, NW blkd. Use rnwys.
Rumford	C	2 SSE; riv NW	615	1	18		
(PC) Sanford	M	4,7 SE; hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs	C	2 W; hwy N	20	1	21		Clsd winters, SSE end Soft-wet. Use (DANGER-SHORT FLD), rnwys.
Seven Isl., Maine For Serv.	L	13,5 SE	1180	1	12		
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O' Maine	C	1,8 SSW; RR E	60	3	27-*L1-S5	F3	SSE blkd; p-line SW; twrs E, NE.
Thomaston	C	2,8 NE; hwy S	50	1	15-S1	F1	
Turner, Rollins	C	2,5 NNW; hwy E	335	1	20-S1	F2	Ruf.
" Twitchell	C	4,8 SSE; riv E	350	4	22-S5	F1	NE,SE,WSW,NW blkd; p-line W NW.
Van Buren, Levesque	L	1 NW; riv NE	520	1	15		INACTIVE, Ruf, rolling.
(PC) WATERVILLE, LaFleur	M	1,8 SW	332	3	h40-B*L4-S1	F1	WSW blkd. Use rnwy 14-32 with ctn.
Winterport, Fernald	M	3 WNW; RR E	181	2	h40		Ruf, 25' section.
York Beach	L	0,3 S	55	1	19		Use with ctn, ESE blkd. Sides ruf, soft - Ind centra
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1,2 NNW; hwy SW	20	1	16		Ctn-debris, boulders edge strip, Ruf, Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1,3 SE; hwy W	295	1	18		Rgt tfc W, P-line W.
Patten, Camerons	L	5 NW; hwy E		1	10	F2	DANGER SHORT FLDS end soft.
MARYLAND							
Aberdeen	C	0,8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	C	4,8 WSW; riv NE	30	2	30-*L-S5	F1	P-line ESE.
Baltimore, Eastern	C	11 E; riv S	20	2	21-S3	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	M	9 S; RR W	146	3	h94-BL4&7-S5-W	F4	No Mil Maint, 2-way rdo rqrd.
(NG) " Harbor	M	6 SE; riv SW	14	3	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100, Fld lgts inop 2300-0700, Pools of water on rnwys. N/S NE/SW rnwys perm clsd. Use paved areas.
" Martin	P	10 E; plant W	18	4	h71-*L3		
" Rutherford	C	8 WNW; rd W,N	500	2	21-S5-U	F1	ENE blkd, P-line WSW Soft-wet, Rolling.
Beltsville	P	5 ESE	180	2	h44		Ruf. Ruf.
Brandywine, Curtis	P	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Chestertown, Gill	L	1,5 NNE; RR W	60	1	14		CLOSED.
" Russell	L	8 WNW; bay W	25	1	32-S1-U	F3	
Church Hill, Kennersley	P	3,2 W; crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	C	1,6 ENE; bay S	10	2	30-S3	F1	NNE, NW blkd. Soft when wet.
Churchville, Aldino	C	2,5 E; hwy S	400	3	21-*L-S5	F1	P-line S. Rolling.
Clinton, Hyde	C	2 WSW; hwy SE	249	2	h32-*L-S5	F3	Flares on req ngt lndgs, etc
College Park	C	0,4 E; RR W	49	2	22-*L3,4-S5	F3	NNE, WNW blkd. Wasnington rdo.
(PC) Crisfield	M	3 NNE; RR SE	4	2	h25-*L	F1	3500' strip avail Soft-wet.
Croom, Columbia	C	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
(PC) CUMBERLAND	M	2,5S; riv N,S	780	3	h58-BL4-S5	F3	Mtn SW; ridge W.
" Mexico Farms	C	3 S; riv NW	610	2	25-S3	F1	E,SSE blkd; mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW; riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
(PC) EASTON	M	2,2 N; RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	C	3,1 NNE; RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
(PC) Frederick	M	1,8 E; riv N,E	304	2	h38-B*L3,4-S5-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs. No storage.
Glenburnie-Whipp	C	1 E; crk S	56	3	27-S5	F3	P-lines N, S, ESE, WNW. Rolling.
(P) HAGERSTOWN	M	4,2 N; factory SE	704	2	h44-B*L2-S5	F3	Ctn-provide proper clearance over US. Hwy 11 when apchg to ldng W on E/W rnwy. Rnwy mrkd to show where 40:1 apch clearance line intersects rnwy. Use rnwys
Hollywood, Half Pone Point	C	3,5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Hyattsville, Queens Chapel	C	1,5 W; twrs NNW	34	2	19-S5	F3	S blkd. Soft when wet. N/S Strip ruf.
Laytonsville, Davis	C	2,3 N; hwy E	640	1	21-S5	F1	
Piney Point	P	0,8 WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	P	1,6 E; hwy NW	10	1	20		P-line WNW.
Pomonkey, Maryland	C	0,2 S	170	2	32-*L-S5	F1	SSE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

J. (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Riverdale, Erco	C	0.4 NE;RR W	42	2	28-*L-S5	F1	h1500' rnwy avail NNE,ESE blkd.Rgt tfc NNE,ESE.Use rnwys.
Rockville, Congressional	C	2 SSE;hwy E	400	2	33-S5	F1	NE blkd. Rolling.
Salisbury, Delmarva	C	2.8 NE;RR S,W	45	1	20-*L1-S5-U	F1	
(P) " -WICOMICO COUNTY	M	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Rnwy 13-31 only lgtd.Use rnwys.
Shady Side	P	1.8 SSW;hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway	P	1.1 SE;hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminister	C	2.6 N;hwy E	780	1	25-S3	F3	Rolling.
Worton, Andelot	L	4 WNW;bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
Adams	P	1.3 SSE;RR W	1400	1	18		
Agawam, Bowles Agawam	C	2.4 WSW	190	3	h28-S5	F3	Hi-tension line SE;p-line E.Ruf.
Auburn	P	1.3 SW;hwy N	700	2	15		Ruf. Hill SE.
Barre, Hiller	C	4.7 SSW;riv NW	589	1	40-L4-S1	F3	
Bedford	SEE: Boston-Bedford						
Berkley, Myricks	C	3 E;RR SW	65	2	20-S3	F1	SSW blkd;twr N. Ruf.
Beverly	SEE: Boston, John Mountain						
Billerica, Shawsheen Pines	C	2.7 E;riv W	110	2	h21-(S5)		Atnd wk-ends. W blkd.
Bolton	P	2 W;RR S	380	3	25		INACTIVE,ENE,SSE blkd.
(AF) Boston-Bedford (Hanscom)	M	13.5 NW	135	2	h50-BL4,5,6-S5-W	F4	Rnwy 17-35 perm clsd,2-way rdo rqrd.No
(PC) " John Mountain	M	17.5 NNE	108	3	h50-S5	F3	Ctn-bldgs SE apch. storage.
(NG) " LOGAN	M	1.5 E;harbor S	19	4	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwy 9,optional apch from Squantum,2-way rdo rqrd,FEE,Lndg or taxi lgts rqrd for ground operns ngts.
(PC) " NORWOOD	M	13 SSW;hwy W	50	2	h40-B*L-S5-U	F3	
" Revere	C	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	No storage,FEE for lgts,Rgt tfc rnwys 1,31,33.
Brockton	P	2.6 S;hwy E	80	1	h18		P-line N.
Canton, Boston-Metropolitan	P	1 W;riv W	50	1	21		
(PC) Chatham	M	2 WNW;pond SE	66	1	h25-BL4-S5-U	F3	
Dalton	C	1.2 ENE;RR S	1180	1	16-(S3)	(F1)	Atnd wk-ends only.No storage.
Dracut, Richardson	C	1.5 NW	116	1	22-*L4-S5-U	F1	P-line NNE.
East Brookfield	C	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Easton, Ames	C	3.2 NE;RR,hwy W	120	2	26-*L4-S5-U	F1	SSE blkd. No storage.
Edgartown	C	2 S;bay E	20	4	33-*L4-S1	F3	P-lines NNE, ESE.
Fall River	M	4.3 NNE;RR N,W	192	2	h39-BL4-S5	F3	
Falmouth	C	2.2 NE;rd E,SE					(ABANDONED)
" Coonamessett Ranch	C	6.4 NNE	100	3	29-*L4-S3	F1	Under IFR operns subject to approval of Otis AFB Twr.
→ FITCHBURG	M	2.5 SE;riv S,SW	348	2	h45-BL4-S5-U	F3	SE,S,NW blkd.
(PC) Gardner	M	2 SW;hwy N	946	2	22-(S3)	(F1)	No sto.Atnd wk-ends only.P-line SSW.
Grafton	C	1.9 NW					(ABANDONED)
Great Barrington	C	2 WSW;riv E,N	726	3	27-*L1-S5	F3	ENE blkd;p-line SW.
Groton	P	4.6 WNW;RR W	280	1	27		
Hanover, Clark	C	2.6 WSW;riv S	74	3	h23-S5	F1	NE, NNE blkd.
Haverhill, Walker-Dutton	C	2 NNE;RR W	125	2	17-S3	F1	P-line NW.Ruf.
(PC) HYANNIS, Barnstable	M	0.9 N;RR E	56	3	h41-B*L34-S5-U	F3	
(PC) LAWRENCE	M	2.5 ENE;riv W	165	3	h40-BL4-S5-U	F3	No storage.Use rnwys.
Lee	C	2.1 S;RR WNW	850	1	18		CLOSED.Rut.
Leicester	C	2 N	1140	2	h20-*L1-S3	F1	Ruf.
Mansfield	M	2 SSE;RR NE	124	3	25-S5	F1	P-line NNE.Soft in bare spots.
Marlboro	C	2.4 E;hwy N	280	2	17-S3	F1	No storage.
Marshfield	C	1.8 E;riv SE	9	1	23	F1	
Marstons Mills, Cape Cod	C	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling.Atnd wk-ends.
Millbury, Windle	L	3.3 WSW;RR I W	750	2	20		Ruf, rolling.
(P) NANTUCKET-Memorial	M	2.6 SE	48	2	h40-BL3,4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	M	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5	F4	
Newbury, Plum Island	P	1 ESE;riv N	11	2	28		W blkd;p-line NW.
(PC) NORTH ADAMS, Harriman	M	3 W;riv N	651	1	h28-*L4-S5-U	F3	S safety strip clsd.(Hazardous-soft).
North Attleboro, Wilkins	C	2 NE;lk NW	200	2	20-*L1-S5	F3	P-line ESE,Ruf.
Northampton, Atwood	C	1.2 SSE;riv S	116	2	22-*L1-S5	F2	E blkd;mtn SSE. Rgt tfc N.
" LaFleur	C	1.2 ENE;RR W	120	2	23-S5	F2	
Norwood	SEE: Boston, Norwood Arpt.						
Oak Bluffs	C	1 SSW	40	2	22-S3	F1	P-line SW,W,NW.Rolling.
(PC) ORANGE	M	1.5 SE;hwy SE	555	3	h50-*L1		
Palmer, Metropolitan	C	4.8 N;RR E,SE	410	3	22-*L1-S5	F3	Hill NNW. Rolling.
(PC) PITTSFIELD	M	2.4 WSW	1170	1	h35-BL4-S5-W	F3	
(PC) Plymouth	M	4.7 SW;hwy N	149	3	24-S3	F1	Use strips only.
(PC) Provincetown	M	2.3 WNW	8	1	h35-*L4-S1-U	F2	FEE for lgts.Clsd acft over 30,000 lbs.
Revere	SEE: Boston, Revere Arpt.						Ramp parking avail 1 mil acft at a time.
Seekonk, Providence	C	2.5 SSE	25	3	17		INACTIVE,SE blkd;antenna on house N. Ruf.
Southbridge	M	1.7 N;hwy E	700	2	26-*L1-S5	F1	
Springfield	C	2 NNE;riv N	213	2	24		INACTIVE,P-line NE.
Sterling	C	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No sto. P-line SE.
Taunton, King	C	4 ESE;riv N	25	2	25-S5	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	C	2 SE;riv E	90	1	18-S3	F2	Hvy tfc SSW apch,NNE end ruf. No storage.
(PC) TURNER FALLS	M	1.8 ESE;riv NW	365	3	31-*L1-S1	F3	SSW blkd.
(PC) VINEYARD HAVEN. Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Ware, Turcotte	P	2 NE;bet riv,RR	475	1	20		
Wareham, Country Club	L	1.5 E;riv S	25	1	18		INACTIVE.
Westboro	C	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	C	1.9 SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	M	3 NNE;hwy W	270	3	h70-BL4-S5	F4	
Williamstown, Fair View Farm	C	4 SW;hwy E	954	1	16-(S1)	(F1)	
(P) WORCESTER	M	3.5 W;hwy N	1009	3	h55-BL5,6-S3	F4	18" drainage berms ends all rnwys xcpt NW end rnwy 15-33.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hopedale, Draper Corp	P	2.7 SE;RR ENE	269	1	h32		NNW blkd.
Spencer	P	3.5 NNE	1040	1	17		Ruf.
(PC) Martha's Vineyard	M	4.3 S;hwy E	68	3	h40-B*L4-S5-U	F3	Antenna pole SE.
MICHIGAN							
Ada, Somerville	L	1 S;riv SW	660	1	26		W blkd;p-line E. Rolling.
(PC) Adrian-City	M	3 SW;RR N	800	2	34-*L4-S5-U	F3	WNW blkd.Use strips.
Allegan	M	1.9 E;RR S	701	3	21		E,SE blkd. P-line NW. Ruf.
(PC) Alma	M	1.3 NE;riv S,E	750	2	h25-B-S1-U	F2	3050' E/W Strip avail. Rgt tfc W.
Almont, Trott Bros.	C	1.7 NNW;hwy E	860	2	22-*L4-S5-U	F1	
(PC) Alpena, Collins	M	6.5 W;riv adj	689	3	h50-S5	F1	
" Scheidler	C	6.3 N;lk E					(ABANDONED)
Ann Arbor	M	4 S,RR E	835	3	32-B*L2-S5	F2	Soft when wet.
" Washtenaw	C	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S,E	915	1	24		S blkd.
Atlanta	M	0.8 ESE;hwy N	875	3	22		Use strips,Ruf.
Au Gres	M	0.9 NNW;RR S	590	2	20		NW blkd. P-lines NE,SE,SW. Soft-wet. Use strips.
Bad Axe, Huron County Mem'l	M	1.2 SSE;RR W	763	3	25-S1	F1	strips.
Baldwin	M	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W,SW blkd. SW end NE/SW strip ruf. Use N blkd.Soft when wet.
Baraga	L	4 NW;hwy N	835	2	26		N,S,W blkd,Ruf.Ctn-trees on strips.
" Big Lake	P	10.5 SSW	1317	2	20		
Barryton	M	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	M	3 W;RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	M	3.5 S;riv W	599	3	h26-S1	F3	3600' N/S Strip avail,100 oct,on req. xcpt Wed & Sun. Use rnwy.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	C	2.1 W;hwy S	790	3	26-(S1)	(F1)	S,W blkd. E/W strip ruf.
(PC) Bellaire, Antrim County	M	1 NE;RR W,S	614	3	26	F1	NW,SE blkd;p-line E.Ctn-sand blows N end.
(PC) Benton Harbor, Ross	M	1.5 NNE;hwy S	630	4	h37-BL4-S5-U	F3	Twr,wires E,Embank all apchs.Use rnwys.
Big Beaver	C	0.8 E;hwy W	650	2	24-S5	F1	Ditch SW,N blkd.Use strip.
Big Rapids	M	1.5 NW;RR E	928	2	38-L2-S5	F1	Lgts avail dusk to 2400.
Birmingham, Berz	C	1.5 E;hwy E	730	3	h32-S1	F3	N,NE,S blkd,3500' E/W Strip avail,FEE.
Blaney Park	C	0.5 NW;lk N	850	aw	22	F1	P-line E.Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E,W blkd.
Boyne City	M	1 SE;RR NE	685	2	22-(S1)	(F1)	Twr SW.Use strips.Strips plowed-winter
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	P	1 NW;hwy S	620	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	C	3 N;hwy E,W	1020	1	19		CLOSED,Rolling.
Brooklyn-Memorial	L	4.9 SE;lk S	1005	2	20		INACTIVE. P-line NE.Use strips.
Bruce Crossing	C	1 SSW;hwy E	1165	2	23-S1	F1	P-line E. Soft-wet.
(P) Cadillac	M	2.5 NW;hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	M	2.8 SW;riv SE	700	4	23-S1	F1	S,SE,NW blkd.
→ Charlevoix	M	0.8 SW	642	4	30-S1	F3	P-lines,ant sur fld. Use strips.
Charlotte, Beach	M	1.8 ENE,RR NW	880	2	24-*L-S5	F1	P-lines NW. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			MICHIGAN				
Cheboygan	C	0.5 ENE;riv W	590	2	25		S blkd.
Chesaning	M	0.8 W;hwy NE	639	2	23-S1	F1	W blkd;p-line E,S.
Clare	M	1 NE;riv SW	840	4	26-S3	F3	P-lines S,W,SE. Use strips.
Clio, West's	C	4 SW	690	3	19-S1	F1	
(PC)Coldwater, Branch County	M	2.7 WSW;RR S	954	3	39-*L4-S5	F2	
" Legg	L	1.2 NW;hwy S	982	2	24		E/W strip ruf.
Comstock Park, Grand River	L	0.3 SE;RR W	625	1	20		NE blkd;hill SW. Rgt tfc NE take-off. Soft when wet. Use strip.
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
(PC)Crystal Falls, Haight	M	1.3 ENE;lk E	1390	3	30-(S1)	(F1)	P-lines SW,WSW.
Davison, Seely's	L	4 WSW;RR I N	780	1	18		Ruf, rolling.
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
Detroit, Burns	C	8.5 WSW;RR N	625	2	20-S5	F1	SW blkd;p-line NW. Ruf, rolling.
" -City	M	5.5 NE	626	4	h46-BL2,3-S5-W	F4	ENE,NNE,SSW blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " -Wayne Major	M	6.9 WSW City Hall	639	6	h79-BL3,4,6-S5-W	F4	2-way rdo rqrd. P-line NW. ARPT OF ENTRY.
" Hance	C	12.3 SSE	590	3	26-*L3-S5	F1	N blkd. Rgt tfc E,S,SW.
(P) " WILLOW RUN	M	2.2 WSW;riv 1 S	716	6	h73-BL2,3,4,5-S5-W	F4	FEE,2-way rdo rqrd.
Douglas, Saugatuck, Douglas	C	1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	M	1 NW;hwy S	750	4	31-S5	F3	S,SW blkd, P-line NE.
Drummond-Island	M	0.5 S;bay I N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd, P-lines N,E. Use center of strips only.
East Lansing, Davis	C	3 N;RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	L	4 S;hwy E	640	1	25	F1	E,W blkd.
East Tawas, Iosco County	M	1 N;lk N	597	2	26-(S1)	(F1)	S,W blkd;twr S.
Eaton Rapids, Miller	C	1 ENE;riv W	908	2	26-S3	F1	P-line S, 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip. Use strips.
Empire	L	3.2 SE;hwy 1 N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	M	2 SSW	600	2	h38-BL4-S5	F3	
Evart	M	1 WSW;RR S	1035	2	24		P-line SW.
Farmington, Krist-Port	C	3.8 N;rds E, N	860	4	27-S5	F1	NE,E,SE,S,SW,W blkd.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE.E,S,W blkd. Ctn-loose sand.
Flat Rock, Nan-Bar	C	1 ENE;RR N	590	2	26-S5-U	F1	P-line E,NE.Rgt tfc W,SW.Soft-wet.
(P)FLINT, Bishop	M	4 SSW;RR NW	781	4	h50-BL4-S5-W	F3	P-line NW, NW/SE Strip clsd winters.
Flushing, Dalton's	C	2.2 E;riv SW	735	2	26-*L3-S1	F1	N blkd.
Fostoria, Forrest	L	3.4 S;riv 1 SE	830	1	22		P-lines S. Ruf, rolling.
Fowlerville, Newton	C	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	M	1.9 ESE	650	3	28		SE blkd;hills NNE.ESE.SSW.WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy	C	1 SE;RR W	616	3	24-S5	F1	Portions of each strip paved.P-line NE.
" McKinley	C	1.3 NW;rd E	620	4	29-S1	F1	N,SW blkd;p-line SE. Clsd to acft exc lgt acft during spring.
Fremont, City of Fremont	M	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club	C	1.8 WSW;lk S					(ABANDONED)
Gaylord, Otsego County	M	1 SW;RR E	1384	4	50-*L4-U		E,SE,W,NW blkd;p-line NE,3300' N/S Strip usable pgts, Skis-winters.
(P)Gladwin	M	1 SSE;riv W	780	2	35-BL2-S3-W	F1	
Gobles, Wesler	L	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	M	2 SSE;hwy W	604	3	h30-B*L4-S5	F1	No storage. P-line NW. Use rnwy,strips.
Grand Ledge, Abrams	C	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd. Soft when wet.
Grand Marais	M	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	M	3.5 S;RR NE	692	6	h57-BL2,4,5-S5-W	F3	NE,E,SE,SW,W,N(Rnwy 18R),S(Rnwy
Grant	C	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd. 36L)blkd;Ant. NW.
(PC)Grayling, McNamara	C	1.3 NW;RR W	1152	2	h50-B-S1	F2	
(PC) " Masons	P	11.5 ESE;hwy S	1000	3	39		N,NE,S blkd;hill NW.
Greenville	M	2.5 S;RR 1 E	855	2	24-(S1)	(F1)	Use strips.
Gregory, Richmond	C	1.7 SE	920	2	23-S1	F1	S blkd.
Gulliver	M	1.4 S;lk W	626	aw	18-(S3)		S,W blkd, P-line N. No sto. Soft-wet.
Hammond-Bay	P	2 ESE;hwy N	670	1	20		E,W blkd.Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
Harbor Springs	M	3.8 E;RR SW	620	3	25-*L4-S5	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts. Maj. eng rpr only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE.E,S,W,SW blkd.
Harrisville	M	1 NNW;RR E	675	2	15		
Hart-Shelby	M	4.2 SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford	L	1 NNW;RR SW					(ABANDONED)
Hastings	M	3.2 WNW;RR SW	813	4	34-S3	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	620	2	28		strips.
Hillman	M	2.4 NW	995	2	23		S blkd;woods N,W.300' overrun ext N.Use
Hillsdale	M	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	M	3 WNW;bay 1 S	612	3	27-*L3,4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON-County Mem'l	M	4.8 NE;hwy W	1091	3	h52-B*L4-(S5)-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No sto.
" -Sands	C	2 ESE;RR SW	605	1	47-S1	F3	Rgt tfc W. Rolling.
Houghton Hgts, Houghton Lake	M	0.8 W;lk NE	1150	2	27		INACTIVE.Twr N;pole,antenna NNW.
Howell	M	3 WNW;hwy S	943	2	18		P-line S.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			MICHIGAN				
Indian River, Campbell	M	0.8SE;RR W	602	2	20		N blkd.
Interlochen	M	3 S;lk E,W	880	2	30		Use strips.
Ionia-County	M	3 S;hwy W	810	4	24-B*L4-S1	F1	P-lines SW,W. Use strips.
(PC)IRON MOUNTAIN, Ford	M	2.5 W;dam SW	1147	3	h38-*L-S5-W	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	M	4.5 NNE;RR S	1246	2	h39-BL4-S5-W	F3	Unlgtd hill S.
Ishpeming-Dexter	L	7 W;RR N	1572	2	25		Ctn-ruf, NE,SE,SW,NW blkd.
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	M	2.5 W NW;RR S	1000	4	h43-BL4-S5-W	F4	E/W Rnwy clsd.P-line S.Use rnwys.
Jonesville	C	2.5 WSW;lk S	1070	3	24-S3	F1	N,S,SW blkd, Ant, NW.
(PC)KALAMAZOO	M	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW.Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	C	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 W NW;RR SE	1020	2	26		N,E,W blkd.Ruf.
Lake City, Homes Acres	L	2 ESE;RR S	1290	2	26		P-line W.
Lakeview	M	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N,NW, Ctn-oil derricks.
L'Anse, Muzzy's Lodge	C	2.3 SSE;RR E	966	3	23-S5	F1	P-line ENE,ESE.Soft spots.Skis-winters.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27-S1	F1	NE,NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	M	3.8 NW;RR S	858	3	h50-BL3,4,6-S5-W	F3	NE blkd.Rnwy 14-32 rstd DC 3 acft and
(PC)Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips. Soft-wet smaller.
Laurium	M	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW,NW blkd;p-line W. Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE, E/W strip soft-wet.
Lawton, Marks	C	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd;p-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm	C	2 N	1010	2	23-S1	F1	N,S blkd, Ruf, Soft when wet.
Loretto, Norway Township	M	2.4 S;RR 1.5 N	860	2	21		Use strips, NNW end soft.
Lowell	M	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	M	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays, Race Track SE;twr SW, Use strips, No snow removal.
Luzerne, Lost Creek Ranch	C	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mackinaw City	M	4.1 S;RR W	700	2	22		P-line ENE. Rolling.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	M	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S,W blkd;p-line SE. Ctn-boulders N, W bndry.
(PC) " Schoolcraft County	M	3.3 ENE;RR S	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip soft,
Marenisco	P	1.6 E;hwy N	1637	1	18		ENE,WSW blkd, Soft-wet. Ruf.
Marine City	C	5 W	616	2	20-S5	F1	NE,SE,NW blkd. Ruf.
Marion, Hi Point	L	3.5 W;riv SE	1100	3	18		NE,ESE,WNW blkd.S end N/S strip soft.
Marlette	C	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips.
Marquette-County	M	8.0 W;hwy S,	1415	2	27-S5	91	Not maintd.Skis-winters.
(PC) " SAWYER	M	14 S;RR W	1181	3	h41-BL4-S3	F3	Use NE/SW strip emerg only. Use rnwys
Marshall, Brooks	M	1.3 S;hwy W	950	3	28-BL2-S5	F1	W blkd, P-line SW. No storage.
Mason, Jewett	C	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft Strips under cultivation
(PC)MENOMINEE-County	M	1.5 NW;RR E	616	3	h41-BL4-S1-W	(F3)	Trees E,SE.Unlgtd antenna S.No storage
(PC)Midland, Barstow	M	3.7 NW;hwy S	628	3	32-S2	F1	P-line N. Sunday.
Milan	C	3.8 SW;RR SE	705	2	23-S1	F2	P-line N. Soft when wet. Use strips.
Mio	M	1.6 N;hwys W	1050	2	30		N,W blkd.
Monroe, Custer	M	2.5 W NW;hwy S	614	1	h26-B-S5-U	F1	
" Navarre	C	2.8 NE;RR W	580	2	30-S1	F1	S,NE blkd;p-line N.
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Mt. Pleasant	M	2.2 NE;hwy S	755	4	36-B*L4-(S5)-U	F2	SW blkd, P-line W.
Munising, Hanley	M	4 SSE;RR S	850	2	28		N,E,W blkd.
(P)MUSKEGON-County	M	3.5 S;lk N	628	4	h50-B*L2,6-S4-W	F4	ENE blkd;p-line E. No storage. Lgts on req after 2400.
" Northside	C	5.4 NNE	650	3	32-S3	F1	N,S,SSW,NNW blkd. Ruf.
Napoleon, Maule	C	0.8 NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W.Use strips.
Newaygo	M	0.8SE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	M	4.1 SE;hwy S	872	2	30		SE,SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	C	3.2 S;lk SE	590	2	29-*L1-S1	F1	SE,SW blkd.
(PC)Niles, Tyler Memorial	M	1.5 NE;RR NW	743	2	h33-*L4-S5-U	F3	P-lines SW.
Northport, Woolsey	M	3 NE;bay E	700	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	770	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2SSW;riv W	850	2	26		N,E,S,W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED, NNW blkd. risk.
Owosso-City	M	2 E;riv S	740	3	h30-*L4-S5-U	F1	Use only ESE/WNW rnwy,Ind on strips own
(P)PELLSTON, Emmet County	M	1.5 NNW;RR E	720	4	h54-BL2-S5-W	F3	500'E end E/W rnwy clsd-unmrkd 6-8" holes, also clsd ngts. P-lines N,NE. Use rnwy, strips.
Petersburg, Ensign	C	1.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate	L	1.2 SE;crk SW					(ABANDONED).
Pinconning Sportsmen's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd.Ctn-Oil drilling NW,E end NE/SW

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Plainwell, McKay	L	1.5 W;riv N	741	3	26		INACTIVE. N,S blkd. Ctn-ruf.
" Otsego-Plainwell	M	1.5 N;riv NW.	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	C	1.5 SSE;RR E	700	4	25-S5	F3	NW blkd;p-line NE, W.
" Triangle	C	1.5 ESE;lk N	700	3	20	F1	NE, SE blkd;p-line E, SW.
Point Aux Pins, Bois Blanc	M	2.5 NNW	620	1	26		
Pontiac	M	6.4 WNW;RR NE	974	4	h25-BL2,3-S5-U	F4	UNICOM opers 0700-2200;other hrs on req. 3000' strip avail.
" Allen's	C	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	C	3 NNW;riv N,E	585	3	27-S5	F1	NE,SE,SW blkd.hill N Ant, NW. Ruf.
(PC) " St. Clair County	M	6.4 SW;hwy S	649	3	h39-S5	F3	
Prudenville, Roscommon Co.	M	4.5 N;riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Quinnesec, Northland	C	1.8 ESE;RR N					(ABANDONED).
Ralph	M	0.7 S;riv W	1135	1	20		E end soft.
Rexton	P	1.9 WSW;RR N	900	2	22		N,E, W blkd. Ctn-sand blow.
Rogers City Presque Isle County	M	0.7 SSE;lk LE	658	2	26-L2-(S1)	(F1)	
Romeo	C	2 E;lk E	730	2	25	F1	P-line N. Soft when wet.
" Kuntsman	C	4.9 SE;dam NE	680	2	26		INACTIVE.N,S blkd.Soft-wet.
Roscommon	L	2.5 SE;RR NE	1100	2	42		E, W blkd.
Saginaw	M	4.5 E;RRS,N	601	3	33-*L2-S1	F3	E, NW blkd.p-line SE. Use strips.
" Barry	C	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	M	10 NW;hwy SW	667	3	h56-BL4-S5-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N,ESE blkd. Ruf Ctn-hole at strips intssn.
St. Ignace, Mackinac County	M	2 NNW;hwy E	600	2	26-*L4-S5	F3	W 2250' ENE/WSW strip avail nglts.
(PC)St. James, Beaver Island	M	4.2 SSW	620	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	C	1.6 SSW;hwy NW	820	2	19-*L	F1	E/W rolling, ruf. Soft when wet.
Sandusky, Williams	L	5.5 S;hwy E	760	1	16		
(P)Sault Ste. Marie	M	1 SSW;hwy SE	722	3	36-*L2-S3-W	F3	ARPT OF ENTRY. Use strips.
(AF) " -KINROSS	Airport now Army Installation						
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
Sebewaing	M	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	P	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	P	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Skv Camp	C	0.2 NE,lk NE	950	2	22-(S5)	F1	NW,SW,SE blkd. Rprs wk-ends only
(PC)South Haven	M	4 S;RR W	663	4	34-B-S1	F1	h24' rnwy avail.Use rnwy-wet.NE blkd
Sparta	M	2.7 SE;RR W	752	3	25-S5	F1	P-line NW,W.
Stambaugh	M	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	C	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	P	7 SW	850	2	18		ENE, WSW blkd. Ruf.
Sturgis, Kirsch	M	1 NW;RR E	924	3	h26-L	F3	P-lines E,S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE.SE blkd;p-lines S,SW.
Tecumseh	C	1.8 NNE;RR W	815	2	h26-*L4-S5	F3	W blkd. Use rnwy, strip.
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, SW blkd,p-line NW.
Thompsonville	M	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	M	2.3 NE;riv SE	830	4	29-BL4-S5	F1	W blkd,p-lines N,S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E,S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	M	2.1 SE;RR NE	623	4	h52-BL4-(S3)-W	F3	P-line S.
Utica, Wings	C	2.8 SSW;RR 1 E					ABANDONED.
Vassar, Welsh	C	4.3 ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	C	1.6 W NW	625	2	23-S5	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
Watervliet	M	1 NE;lk NW	655				CLOSED
Wayland	M	1.5 N;hwy W	740	2	20		P-line W.Soft when wet.
Wayne, Hartsell	C	3.5 NW;RR E	675	2	18-S1		Use strips.
Wellston, Manapine	L	2.5 NE;riv N	800	1	23		E blkd;p-line S.
West Branch	P	0.7 ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd,E/W Strip rolling,ruf.Use strips.
" Ogemaw	L	6 SE;RR W					ABANDONED.
White Cloud	M	0.5 N;rd E	872	2	17		Twr SE;p-line SW
Wildwood, Pet-O-Se-Ga	L	1.8 NW;lk NW	620	1	22		Ruf, erosion.
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd;p-line N.
Yale	C	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	C	2.7 SSW;riv 1 NE	738	4	23-*L4-S3	F1	E blkd;p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	597	1	19-*L4		P-line S.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Ada, Larson	C	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	M	1.7 ENE,riv W	1204	1	24		Use strip.
(PC) Albert Lea	M	2.3 N;hwy E	1244	2	h25-*L-S5	F1	3800' strip avail.
(P)ALEXANDRIA	M	2 SW;lk NW	1425	4	h57-BL4-S3-W	F4	P-line NE.No sto.
Anoka	C	1.2 SE;riv 1 SW	896	3	38-B-S5	F3	Ruf. Use N/S Strip. Rgt tfc S,W,SW.
Appleton	M	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S, SE, SW blkd.
AUSTIN	M	1.7 E	1237	2	h38-BL4-S5-U	F2	NE,SW Strip soft.
Backus	M	0.6 NE;hwy E	1335	1	26	F1	S,SE blkd.
(PC)Baudette	M	0.8 NW;riv NE	1083	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	M	3.8 NW,hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	C	9.4 NNE;hwy SE	1350	2	21	F1	NE, NW blkd. Use strips.
Big Falls	M	2.5 NE;riv SW	1232	1	26		
" Pine Island	M	18.5 WNW	1232	1	26		NE blkd.
Bigfork	M	2 N;lk E	1346	1	25		
Blooming Prairie	C	1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	M	3 S;RR E	1102	3	23		
(PC)BRAINERD	M	3.8 NE;hwy S	1226	3	h41-BL4-S5-W	F3	
Cleveland, Lake Jefferson	C	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	M	2.5 WSW	1278	3	32	(F1)	
Coleraine	M	0.8 SSE;lk adj.	1406	1	22		CLOSED.Rolling.
Cook	M	2 S,RR 1 E	1330	2	22		
Crookston	M	4.8 N;hwy E	896	3	30-(S1)	(F1)	
Deer River	M	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	M	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip.Use strips.
(PC)Dodge Center	M	1.2 SE;RR N	1299	2	23-U		
(AF,NG)DULUTH	M	6.5 NNW,hwy 1S	1430	3	h90-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	M	1.2 E;lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	M	2 ENE,lk S	1150	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	M	3.5 SE;lk E	1385	4	h32-S5-U	F3	Use rnwys.
(PC)Fairmont	M	2 E;hwy N	1161	2	30-*L-S5	F3	
(PC)Faribault	M	3 NW,lk1 W	1052	2	h21-S5	F1	3275' strip avail.Use strips,rnwy only.
(PC)FERGUS FALLS	M	4.3 W,riv E	1185	3	h40-BL4-S5	F3	
Fosston	M	1.5 NW,RR SW	1270	2	23	(F1)	
Garrison, Miller	C	1.4 N,lk1.6 E	1264	1	26		Use strip.
(PC)Glenwood	M	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
Grand Marais-Devil Track	M	5.5 NNW,lk S	1658	1	26		Attended summers.
(PC)Grand Rapids	M	2 SSE,riv NE	1302	3	32-*L4-S5-U	F3	
(PC) " Otis Lodge	C	7.5 SW,lk SW	1350	4	30-*L-S1-U	F1	
Greenbush	M	1.1 SSW,hwy NW	1070	2	26	(F1)	
Hallock	C	1.2 NNE,riv W	800	2	20	(F3)	Rolling.
(PC)Hector	M	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	M	4.5 SE	1352	4	h40-BL2,3-S5-U	F3	
(PC)International Falls	M	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	M	2 N	1445	2	23-*L-S5	F1	
Lake Bronson	C	0.5 NE	960	3	26-S1	F1	P-lines S,W,NW.
LeSueur	M	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	M	1.8 ESE,hwy W	1118	2	30	F1	Ruf.
Littlefork	M	1.8 WNW;riv1E	1145	2	23		N/S Strip ruf.
(PC)Madison	M	1 S;hwy W	1086	3	30-B-S5	F1	P-lines NW,W.Use strips.
(PC)MANKATO MEMORIAL	M	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	M	1.5 W,RR S,E	1179	3	h31-BL4-S5-U	F3	
Mazeppa, Holtorf	C	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	M	0.8 N;hwy W	1227	2	23		Use strips.
Minneapolis, Flying Cloud	M	13.8 SW;hwy S	909	2	h25-BL4-S5-U	F3	Use strip,rnwy.
(P) " -Crystal	M	9 NNW;RR W	869	4	h25-BL4-S5-U	F3	
AF,NG) " -ST. PAUL INTN'L (Wold Chamberlain)	M	6.5 SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. N/S rnwy clsd.
" University of Minnesota	M	11.5 NNE;hwy W					(ABANDONED)
" Victory	C	9 N;riv E					ABANDONED.
Montevideo	M	2.2 NNE;hwy W	1036	2	25	(F1)	Use strips.
(PC)Monticello	C	1.3 NNE;riv SSW	940	2	36-S5	F1	No storage.S blkd.Use strips.
Moose Lake	M	3.3 SW;lk W	1075	1	25	(F1)	
Mora	M	1.2 NE,lk N	1012	2	25		NW/SE Strip ruf.P-line SE.
(PC)Morris	M	3 SW	1134	4	31-S1	F1	P-lines N,NE. Use strips.
(PC)New Ulm	M	1.8 W;hwy N	1005	2	31-S5	F1	
Nisswa, Heywood Gull Lake	C	1.7 SSW;lk SW	1231	1	32-*L-S1	F3	N blkd. Use strip.
Northome	M	2 NE,lk S	1427	2	20		
Onamia, Bay View	C	5 NE					ABANDONED.
Ortonville	M	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	C	2.8 NE;riv W	800	2	20	F1	Use strips.
(PC)OWATONNA	M	2.9 NW;hwy E	1147	2	h35-BL4-S5-U	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. — New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	M	1.7 SSW;RR E	1440	3	30-*L-S5	F1	
Paynesville	M	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	M	1.8 NW;hwy NW	1370	2	21		Rolling.
Pine River	M	1 WNW;RR NE	1313	2	20	(F1)	
Pipestone	M	1 SE;RR E,W	1736	2	h31-L4-S5	F1	
Plummer	C	3.5 SSE;RR E	1120	1	22-S1	F1	
Red Lake Falls	M	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	M	1.8 NE;riv 1.5 NE	1022	2	22-B-W		
(P)ROCHESTER	M	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F3	Code bcn. P-lines N,E,NE.
Roosevelt, Red Lake	M	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
Roseau	M	1.6 NW;riv E	1040	3	35		P-lines N,W. Use strips.
Rosemount, Southport	C	4.4 WSW	962	2	23-S1	F1	P-lines N,W.
(PC)ST. CLOUD, Whitney Mem'l	M	1.5 NNW;riv N	1039	3	h40-BL2-S5-W-U	F3	
(NG)St. Paul, Holman	M	1.5 SE;riv N,E	703	4	h55-BL2,3,4-S5	F3	P-line NE.
" Lake Elmo	M	10.2 ENE;lk W	925	2	h23-L4-S1	F1	
St. Peter	M	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	M	2.1 SE;riv W	1253	2	20-S1	F1	
Sherburn	C	2 WNW;hwy S	1300	1	21-S1	F1	P-line ESE. Rolling.
Silver Lake	C	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	M	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	M	1.8 S;riv 1 NE	819	1	h35-BL3,4-S5	F3	
Springfield	M	0.9 SW;hwy N	1073	2	22-S1	F1	Rgt tfc.
Spring Valley, Pietenpol	C	8.8 SE	1300	3	18	F2	
(PC)Stanton, Carleton	C	0.7 NE;RR W	920	3	30-*L4-S1-U	F3	P-line NW,SE. Use strips.
Staples	M	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	M	3.6 S;riv W	1115	2	h37-BL4	F2	Ctn-strip graded, seeded.
Tofte, Gervais	C	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	M	1.2 NE;hwy S	1340	3	24		
Triumph, Tri-Mont	C	0.9 S;RR E,W	1250	2	24	F1	NE,SE, NW blkd. Use strips.
Twin Valley	C	W	1050	1	26-S3	F1	NNE blkd No sto. Rolling.
Tyler	M	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
Virginia	M	2 WSW					(ABANDONED)
Wadena	M	1 E;RR NW	1350	4	32-(S1)	(F1)	P-lines SE,S,NW; rolling
Walnut Grove	C	0.5 SW	1240	1	22-B*L4-S5	F1	P-line N.
Warren	M	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	M	2.3 NNW	1071	2	23	(F1)	
Wheaton	M	3 SW;crk N	1022	2	20		Use strips.
(PC)Willmar	M	1.5 W;RR E	1130	3	34-BL2-S5-U	F3	
(PC) WINONA	M	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	M	1.6 N;lk 1.5 SSW	1572	4	31-*L	F1	S blkd.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	M	1 NE	830	1	22		
Red Wing	M	2.5 NE;hwy N	770	2	21-S5	F1	P-line N.Ruf.Rolling. No Storage. Maj eng rprs only.
White Bear Lake-Benson	C	2.5 N	950	1	20-*L-U	F1	Use strips.
Walker	M	5 NW;lk E	1364	1	26		
Pine Creek	M	2.5 NW	1071	1	22		Use ctn.
Minneapolis, Anoka Co.	M	12.5 NNE;hwy E	908	3	h37-BL4	F3	Ctn-newly seeded. Use rnwy.
St. James	M	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	C	1.2 NW;hwys,riv N	1215	1	34	(F1)	Gravel pit NW end.
MISSISSIPPI							
Aberdeen, Stinson	M	3 NW;hwy E	239	3	30-(S1)	(F1)	AF contr flying. Student trng 0800-1700 Mon-Sat. W,NW blkd:p-line N. Ruf. Soft when wet.
Amory	P	0.5 W;hwy S	240	2	h18		Use extreme ctn. Soft. Rolling.
Anguilla, Rollang	C	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)	(F1)	Soft-wet.E/W Strip ruf.Cattle-fld.
Belzoni, Turner	C	2 SW;hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Beulah, Dossett	L	0.5 SE;hwy W	160	1	15-(S1)	(F1)	Soft when wet. Ruf.
Biloxi, Rogers	C	4 NNE	46	1	27	F1	Rgt tfc N.
Brookhaven, Ulmer	M	1.5 NNE;RR W	500	1	26		INACTIVE. NNE blkd. Soft when wet.
Canton, Lutz	L	1.3 NNW;RR E	260	1	24		E blkd. Rolling. Cattle on fld.
(PC)Charleston, Paynes	P	7 SSW;rd 1 E	158	3	22		Cattle on fld. Ruf.
(PC)CLARKSDALE, Fletcher	M	8NNE;hwy E	175	2	h40-BL4-S5	F3	NW/SE Strip clsd.
Cleveland, Bolivar County	M	2 NW;hwy S	140	2	26-S5	F1	S blkd. P-line W sides of strips soft-wet.
Columbia	P	3 NNE;rd W	110	2	23		(INACTIVE-DANGEROUS).
Corinth, 7, MEM-TPA	M	5 WSW;hwy N	418	2	39-BL2		
Crosby	L	2.5 W;rd N					(ABANDONED)
" Municipal	M	1.2 NNE	315	1	31-BL4-S1	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S;hwy E	300	1	26-(S1)	(F1)	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	C	3.4 ESE	106	1	24	(F1)	SE blkd.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	M	3.5 ESE;RRS	118	3	h40-BL4	F3	Student tfc 0800-1700 Mon-Fri. 2-way rdo rard for civil acft during AF opers. Rgt tfc rnwys 4,3,36. Use rnwys
" Abide	C	3 NNE	118	1	23-S5	F1	No Storage. Soft-wet.
" Cypress	C	2.4 SSW;hwy W	120	1	28-S3	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	C	4.3 E;hwy S	118	1	41-S5	F1	S blkd. Soft-wet. Ruf.
(P)GREENWOOD MUNICIPAL	M	2.3 SW;RR E	129	3	h40-BL4-S5-W	F3	P-lines E,SSE. Use rnwys.
(P) " Arpt	M	5.5 ESE;hwy 1 S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	M	4 N;RR S	207	3	h51-S5	F3	Use rnwys.
(PC)GULFPORT	M	2.5 NE;bayou N	28	3	h70-BL3,4-S5	F3	Use rnwys.
(PC)HATTIESBURG	M	5 SSE;RR SW	151	3	h43-*L4-S5-W	F3	
" Glendale	L	5 NNW;hwy E	200	2	26		E blkd.
Hazlehurst-Copiah County	M	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	M	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E,NE,N,W blkd. Soft when wet.
(NG)JACKSON, Hawkins	M	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft. Use rnwys.
" North Jackson	C	6 NE					(ABANDONED).
Kosciusko	P	1 WSW;RR N	500	1	27		P-lines NE,SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	M	3 SW;hwy SE	235	3	h50-B*L4-S5	F3	
Leland, Checker	C	3.6 SSW;hwy E	118	1	16-S3	F1	P-line N. No svcg Sun.
" Lakeview	C	1.5 SE;lk E	120	1	16-S3	F1	N blkd. Ruf.
" Tate	P	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet. P-lines SSE,NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE.N blkd.
Lucedale, Eubanks	P	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	M	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20	(F1)	P-line S. Cattle on fld.
(P)McComb-Pike County, 8C. MSY-STL	M	1.3 NW	460	2	h30-BL4-S5-W	F3	Rgt tfc SW.
(NG)MERIDIAN, Key	M	3 SW;RR N,E	297	4	h70-BL,6-S5-W	F3	
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
Merigold	C	0.8 N;hwy W	142	1	16-S5	F1	No storage. Soft when wet.
Natchez, Air Park	C	2.5 NNE;riv W	251	1	30-*L-S5	F3	
(PC) " -ADAMS COUNTY	M	7.1 ENE;RR S	272	3	h50-BL4-S5-W	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		Brush SE bndry. Ruf. Soft-wet. Use strips.
Nitta Yuma, Davis	C	0.5 SSE;RR W	115	2	19-S3	91	W blkd. Low spots.
(PC)Oxford	L	8 S;hwy adj	300	2	30		Use ctn. SE,NW blkd. Ruf. Soft-wet.
Pascagoula, Jackson County	M	3.5 ENE;RR 1 N	16	3	h45-BL4-S5	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S. Cattle-fld
Pontotoc, Spook	L	2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough	L	0.4 WSW;hwy E	128	1	22		Caution cattle on fld.
(PC)Raymond, Williams	M	3.5 NNE;RR SE	244	3	h40-BL4		N blkd.
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba	L	0.5 NE;RR W	250	1	23		P-line S. Ruf. Soft. Rolling. Cattle-fld.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
Starkville, Oktibbeha	C	8 ENE;hwy E	250	3	30-S5	F1	W blkd.
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		Soft when wet.
(PC)TUPELO	M	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Use rnwys.
Tutwiler, Strange	C	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
Union	M	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
VICKSBURG	M	8 SSW;RR W	111	3	h45-BL4-S1-W	F4	P-lines SE,SW,NW. Strips ruf.
(PC)Walls, Sanders	C	1.8 S;hwy NW	210	3	46-S5	F3	Use N/S strip only. House SW.
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	C	0.5 W;hwy W	122	2	24-S5	F1	NNE/SSW short. E blkd. Soft when wet
(PC)Yazoo City, Barrier	M	2 N;RR E	110	2	32-BL4-S3	F3	No storage.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Columbus, Waterworks AF Aux		4 NE					(ABANDONED).
(AF)Starkville	M	2.5 SW;RR NW	325				(CLOSED-CONSTRUCTION)
Bay St. Louis-Hancock Co.	L	2 W;hwy S	10	1	22		Ctn when wet. Use at own risk.
Benoit, Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	M	3.2 SE;hwy W	186	1	h40-BL4	F1	
Lyman, Woodome	L	3.5 WNW	40	1	20		

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane, ~~New~~ or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
MISSOURI							
(PC)Albany-Memorial	M	0.8 W NW; riv W	859	2	24		Ctn when wet. Use strips.
Bismarck-Memorial	M	1 SE; RR N	1038	1	24-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	M	1W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	C	1.5 NNW; hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable when wet.
Bowling Green	C	2.3 NNW; hwy E	882	2	22-S3	F1	S blkd. Use strips.
(PC)Branson-Memorial	M	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	P	2 W SW; RR 1 N	800	2	26		N blkd; p-line E. Use strips. Ctn-wet.
Brunswick, Elliott	P	4.3 NE; hwy W	700	1	12		Use strip.
Butler	L	2 N; RR W	870	1	26-(S1)-W		Use center of strip. Ctn-ditches Ruf.
(PC)Cabool-Memorial	M	0.8 NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	M	1 SE; hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
Cameron	C	2 E; RR NW	1050	2	21-S5	F1	P-line N. Use strips.
(PC)Campbell	M	3.6 E; hwy N	284	2	30		Ruf, Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	M	5.5 SSW; hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	M	2 S; hwy E	1083	2	h20-BL4-S5	F1	P-line S. Use rnwy, strip.
Caruthersville-Memorial	M	1.4 SW; RR N	270	2	24-(S5)	(F3)	TV aerials NE. Use strips.
Charleston, Carr's	L	1 ESE; hwys N					(ABANDONED).
Chillicothe	M	3 ESE; RR N	780	3	h25-BL2-S5	F3	4000' strip avail. P-line SW. Use rnwy strips.
(P)COLUMBIA	M	2.4 NW; hwy S	778	2	h37-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft.
Craig	P	0.4 SW; hwy E	866	2	20		Use strips. Use rnwys.
DeSoto, Cole	C	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	M	1.4 SSE; hwy N	315	2	h45-BL1-S3	F1	Rgt tfc to N, NE. Use rnwys.
Eldon-Model	M	0.9 NE; RR S	910	2	22-S1-U	F1	SSW blkd; p-line E, ant W. Use strips.
Elmo	C	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle-fld. Use strips.
Farmington	C	1 ESE. hwy N, E	920	3	32-BL4-S5-W	F3	Rgt tfc N, E, SE. P-line E, N. Use strips.
Festus, Lucas	C	1.7 S; RR W	425	2	17-(S1)	(F1)	Use strips.
Fulton	M	3 WSW	875	2	27		P-line N, NE. Use strips.
Gainesville-Memorial	M	2 ENE; hwy SW	1060	2	21-(S1)	(F1)	SSW blkd. Ruf, weeds. Use strips.
(PC)Gideon	M	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	C	3 WNW; channel W	640	2	14-(S1)	(F1)	E blkd. Use strips.
Gravois Mills, Adkins	C	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	C	4.3 W NW	735	3	26-B-S2	F2	Use strips
Harrisonville, Mid West	C	3.4 S. hwy W	900	1	18	(F1)	Use strip. when wet
Hornersville	M	2 W; RR SE	270	2	h20		P-line N. 3500' N/S Strip avail. Use rnwy.
(PC)Houston-Memorial	M	0.8 NNW; hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels.
(PC)Iberia, Eads	C	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	C	4.5 ESE; lk SE	825	2	24-S5	F1	NE/SW strip soft-wet. N/S strip ruf.
(PC)JEFFERSON CITY-Mem'l.	M	1.3 NNE. riv SW	546	3	h25-BL4-S3	F3	4000' strip avail. P-line S.
(P)JOPLIN	M	5 NNE; hwy S	980	3	h42-BL2-3-S5-W	F4	Use rnwys.
Kahoka, Montgomery	C	0.4 ENE; RR S	700	2	19-(S1)	(F1)	S blkd; p-line N. Use strips.
(P)KANSAS CITY	M	5 NNW; riv S, W	758	4	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 7-25 clsd. Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview	M	Arpt now Air Force installation.					
" State Line	C	11.6 S; rd E	990	4	22-S5-U	F1	N, NNE, NNW blkd. Rolling.
" Thirty First St.	C	4 E; RR E	756	2	24-S5	F1	P-line S. Rgt tfc N. Use strips.
(PC)Kennett	M	1.3 ESE; hwy N	262	3	35-S1	F1	SW blkd.
(P)Kirksville, 12, MKC-CHI	M	7 SE	970	4	h39-BL2-S5-W	F2	
Lamar, R. P. M.	L	2 W; RR N	1050	2	h26		N blkd. Use rnwy.
Lebanon	M	2.5 SSE; hwy E	1323	3	26-BL2-S5	F1	E, NE, S blkd. W 1000' E/W Strip ruf.
Lexington	M	3 NW; hwy NE	690	4	30-S5	F1	E, S blkd; p-line SW, W. Use strip. Soft-wet.
Linn Creek-Grand Glaize Memorial	M	5.6 NNE. hwy W	876	1	30		
Macon, Fower	C	0.7 SSE; hwy W	860	1	30-*L4-S5	F1	Lgts on req after 2200. Use strip.
(P)Malden	M	3.5 NW; hwy E	295	3	h50-BL4-W		AF primary contr school-trng 25 mi radius. Lmtd svcg facs trans Mil Acft 0800-1700 Mon-Fri. Exten VFR ngt operns to 5000' MSL within 30 mi radius, Mon-Fri. Clsd civil acft. Use rnwys.
(PC)Marceline	M	1.3 N; hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	M	1.8 S. hwy E	777	2	39-B-S5	F3	Use strips. Soft-wet, E center N/S Strip ruf.
Marshfield, Skyline	P	1 NE; hwy N	1500	1	19		P-line. Sign N. Ruf, rolling. Ctn-gophers. Use at own risk.
(PC)Maryville-Memorial	M	2.2 WNW; RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	P	1 NNE; RR W	980	1	24		P-line N. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Mexico-Memorial	C	3.5 ESE; RR N, S	815	3	26-S5	F1	W blkd.
Milan, Reece	P	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	M	3.3 N; RR W	865	3	h37-BL4-S1	F1	P-lines NE, SE. Use rnwys.
Monett	C	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Neosho	M	2.5 SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	M	3.2 ENE; RR N	882	2	h25-*L4-S5	F1	N, W blkd. 3550' strip avail. E/W strip soft when wet.
New Florence, Boone's	C	1.7 SSE; hwy N	885	2	20-(S1)	(F1)	Soft-wet. Fence SW. Use sod strips.
Noel, Kenwood	C	2.4 SW; hwy 1 N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW; hwy S, E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Pattonsburg, Watson	P	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	M	10 N; riv 3 NE	372	2	h20-S1	F1	Use rnwys.
Poplar Bluff, Fields Mem'l.	M	4.3 E; hwy S	330	1	h40	F1	Use rnwy.
Portageville, Fuller	P	1.2 N; rd E	280	2	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	P	4.2 S; hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	M	3.5 NE; hwy S	1201	2	28-S5	F1	P-line S. Ruf. Use strips. Soft when wet.
St. Charles	C	4.7 N; hwy 1, 9 ESE	470	3	30-*L-S5	F1	N, NW, SSE blkd. S 1000' N/S strip ruf.
" Kratz	See St. Louis, Mo., Kratz Airport under "NEW AIRPORTS".						Use strips.
St. Clair Mem'l	P	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH, Rosecrans	M	4 WNW; riv SW	821	3	h60-BL4-6-S5-W	F4	Use rnwys.
(N, NG)ST. LOUIS, Lambert	M	10.8 NW; hwy W	558	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys testing.
" Meramec	C	12.5 SW; hwy S	450	3	25-S5	F1	Rgt tfc to W, S, SW. Use strips. Fri-auto
(N) " Smartt	C	22 NNW; hwy S	438	8	h20-S1	F1	Circular taxi strip clsd 0800-1700 Mon-
" Parks Metropolitan	C	3.5 SSW E St. Louis, Ill.	413	3	40-BL4-S5-U	F3	h16 rnwy avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	C	11 SW	442	3	h28-*L4-S5-U	F2	W blkd. Use gravel strip wet. Rgt tfc E, N.
Sedalia	C	6.3 NW; RR S	820	2	30-S5	F1	P-line S, SW. Soft-wet. N/S strip ruf. Use strips.
(PC)Sedalia Memorial	M	2.3 E; hyw S	908	2	h20-B	F1	Use rnwy only. Turf soft.
(PC)Seymour, Owen	C	3 NE Orchard SE	1600	2	29-S3	F1	SSE blkd. Use strips. Rolling ruf.
Sikeston-Memorial	M	2 NE; RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	M	0.8 WNW; hwy N	846	2	21		P-line N. Ctn-wet. Use strips.
(P)SPRINGFIELD	M	5.5 WNW; RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" East Side	C	2.1, E; hospital W	1367	3	27-S5	F1	Hvy aircraft use strips only. Fence W.
" McFarland	C	4 SSE. hwy E	1310	3	26-S1	F1	Rgt tfc. Use strips.
" Rogers	Name and Property Assumed by East Side Airport - See Above						
Stanton, Meramec Cavern	P	0.5 SW; hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	M	2.5 WNW; bayou N	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	M	1.3 SW; RR NW	987	2	21		Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	M	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Taylor, Doc's	See Doc's Arpk under Quincy, Illinois.						
Trenton, Embry	C	5 SSE. hwy E					(ABANDONED).
Van Buren	C	3.5 NE; hwy W	560	1	24-S3	F1	Ctn-in strong cross winds-down at alts. Use strips.
Versailles	C	1.7 ENE; RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf.
Vichy, 60, AMA-STL	M	1.5 NNW; hwy S	1148	3	h55-BL4-W		Use rnwys. rolling.
Warrensburg, Sky Haven	C	3.7 WNW; hwy S	850	3	28-L4-S1	F3	P-line SE
(PC)Waynesville-Memorial	M	0.7 E; hwy N	1049	1	25-L4	F1	Unsafe for hvy acft-wet. Use gravel strip.
W. Plains, Sky Haven	C	2.4 NW; RR E	1102	3	22-(S1)	(F1)	W blkd. Rolling. Golf rng E. Use strips.
(PC)Willow Springs-Memorial	M	0.6 E; hwy S	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Sheridan, Scott	P	1 NNW; RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip
Stanberry, Enyart	P	1.2 NNE; hwy W	1000	2	20		Cattle on fld. Soft when wet.
Watson, Garst	P	1.3 W; RR E	900	1	23		S blkd. Use strip.
Passaic, Cushard	P	2 E; RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip
Belton, Lamar	C	4 SW; RR E	1125	2	23		P-line N. Soft-wet.
Excelsior Springs Mem'l.	M	1 SE; hwy N	998	1	h20		Use rnwy. Ctn when wet.
Buffalo	M	0.6 NE. hwy W	1120	1	19		Use strip.
Clinton, Sportsman	C	2 NE. RR SE	800	2	36-S5	F1	NE, S blkd; p-lines N, SW. Use strips. Use center of strip-wet.
Hayti,	C	1.5 SE; rd N	*270	1	26	(F2)	N blkd. Unsafe when wet.
St. Louis, Kratz	C	16 NW	442	2	21-S5	F3	Sandy spots 800' N end N/S Strip. P-line N.
MONTANA							
Augusta	L	2.8 SSE. hwy W	4118	4	30		P-line W.
(PC)Baker	M	1.3 SE, lk N	4990	3	33-S1	F1	N blkd; p-line S, W, NW dams E, SE
Basin Creek USFS	L	24 NE; Seeley Lk. in crk bend	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk. riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	M	1 S, RR NW	2700	2	24		Use strips
Big Timber, 13-A, HLN-MPS	M	2.5 SSW; hwy N	4493	3	50-BL2-(S5)	(F1)	
(P)BILLINGS	M	2.5 NW. hwy S	3612	4	h57-BL2,3,5-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE. rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Black Bear USFS	L	39 NNE Seeley Lk; riv adj E,S	4200	1	22		CLOSED.
Bozeman	M	0.9 N; RR N	4750	1	20		E blkd. Lnd W.
(P)BOZEMAN, Gallatin	M	6.5 NW; RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	C	23.5 E; rd S,E,W	3350	4	24-S5	F1	
Bridger	M	0.3 W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	M	4 SSE; hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	M	0.6 WSW; hwy NW	3000	1	25		
Cascade, Gordon	C	0.9 W; RR E	3580	4	25		SW end ruf.
(PC)Chester	M	1 W; hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	P	2.8 NNE; rd W	2480	2	42		
Chinook #2	M	0.6 W; RR N	2410	1	25-S3	F1	No storage.
(PC)Choteau	M	1.2 NNE; hwy W	3945	2	27-BL4	F1	Caution when wet.
(PC)Circle	M	1.3 E; RR; hwy N	2424	2	26		Ctn-holes, Cattle on fld.
(PC)Columbus	M	1 ESE; RR N	3575	1	60	F1	P-line W, Rgt tfc E. Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
Conrad	M	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	M	1.4 SSE; hwy S	3050	1	28		Soft-wet, Cattle-fld, P-line S,SE.
Culbertson	M	0.6 NE; hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	M	3 SW; riv 1 E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	M	1.5 W; RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	M	1.3 NW; RR E	6114	1	h70-BL2		Bcn, fld lgts elec eye.
Denton	M	2.2 SSW; hwy S	3850	2	26-S1	F1	
(P)Dillon, 32, SLC-GTF	M	4.6 ENE; rd NW	5238	3	37-BL2-W	F1	Fld lgts elec. eye.
Dixon	L	1.3 W; RR N	2510	1	25		Hill ENE. Soft when wet.
Drummond	M	4 SW; hwy 1.5 E	4245	2	26-BL2-W		Ruf.
Dutton	M	1.1 F; hwy W	3712	1	32		S blkd.
Ekalaka	M	0.5 ESE; hwy W	3430	1	31	(F1)	SE end ruf.
(PC)Ennis, Sportsman's	C	1 NW; hwy E,S	4985	1	36-S1	F1	Ruf.
Eureka	M	2.7 NNW; rd N,E	2680	1	30		
Fairfield	M	1 N; RR W	3990	3	36		Muddy when wet.
Fallon	M	0.5 SW; RR N	2225	3	27		W blkd; p-line NW, E. Ruf.
(PC)Forsyth	M	3 E; RR N	2728	3	25-BL2-(S1)	(F1)	
Fort Benton	M	1 NE; RR S	2886	3	36-*L-S1	F3	
Fort Peck	M	1.6 W; hwy S	2295	3	33	(F1)	
Frazer	C	0.7 NNW; crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	C	2 WNW; hwy N	5300	1	32	F1	Hills ESE, Ruf.
Gates Park USFS	P	35.8 W Choteau;	5350	1	26		CLOSED. Rolling. ruf.
Geraldine	M	0.5 S; RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	M	1.8 NNE	2298	3	h88-BL4-S3	F3	1000' N end NNE,SSW rnwy unusable. P-line N.
Glendive	M	2.5 NE; riv N	2128	3	32-S5	F3	
(NC)GREAT FALLS	M	4.3 WSW; riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N; RR E	5030	2	40		INACTIVE. E,NE,W,SW,NW blkd. Ruf.
Hamilton	M	1.5 ENE	3640	1	38		
(PC)Hardin	M	2.3 ESE; riv W	3040	2	35		Ruf.
" Fairgrounds	M	0.3 S; RR N	2911	1	25-(S3)	(F1)	No Storage.
Harlem	M	2.3 NNE; rd E	2560	3	24		Cattle-fld, Ctn-SW corner NW/SE strip.
(PC)Harlowton	M	1.5 NW; rd S,W	4214	2	29-BL2-(S1)	(F1)	
(PC)Harve-City-County	M	4 WSW; RR 1 N	2589	3	h47-BL4-S5	F3	ARPT OF ENTRY.
(P)HELENA	M	1.9 ENE; hwy S,W	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23,7-25 clsd acft over 10,000 lbs. Rnwy 11-29 rstd 70,000 lbs. Rgt tfc W, SW, NW.
" Herrin	C	7.6 N; RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE; crk 1 E	4420	1	20		Cattle on field.
Hinsdale	M	0.8 SSE; RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan; riv E	4575	1	20		CLOSED. RUF.
Hot Springs	M	2.2 E; hwy W	2763	1	25-BL4		ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	M	1.8 WNW; lk SW	2637	2	36		
Kalispell	M	1 S; hwy E	2935	1	32-S3	F1	Rgt tfc S. P-line NW. Soft-wet.
(P) " FLATHEAD COUNTY	M	7.4 NNE; hwy E	2971	3	h47-BL2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	M	2.8 SW; RR NW	4209	4	h100-BL4-S5-W	F4	No 91 octane avail. Rnwy 11-29 not maintd.
Libby USFS	M	1 NE; riv S,W	2090	1	28-L3-S3	F1	Rolling.
Livingston	M	1.7 E; riv 1 W	4666	2	40-W		P-lines S, SSW.
" Mission	M	6 ENE; RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	M	0.8 SW; riv N	2280	2	30-BL4-S5	F1	Ruf.
Meadow Creek USFS	L	21 ESE; Swan Lk	3970	1	22		
(P)MILES CITY	M	2.5 NW; hwy N	2631	2	h56-BL3,4-S5-W	F4	
(P)MISSOULA, County	M	5.3 NW; RR N	3203	4	h70-BL2,4-S5-W	F4	
" Hale	M	2.3 SSW; hwy NW	3186	3	38-S5	F3	Mtns S,SE. Rgt tfc S on N5 strip.
Moore	C	0.5 E; RR NNW	4100	2	26		S blkd.
Nashua	M	0.5 F; RR S	2070	1	28		E,W blkd. Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	M	0.2 W; RR S	3260	3	31-BL4		
Plains	M	1.3 NNW; RR NE	2460	2	29-BL4		Ruf, gopher holes.
Plentywood	M	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	C	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	M	1.5 W; rd N	2932	1	25-BL4-S5	F1	No storage. Ctn-wet.
Poplar	M	0.6 NE; hwy S	2000	2	42	F3	
(PC)Red Lodge	M	0.5 WNW; rd N	5600	2	37-*L4	F1	P-line Sw.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Richey	C	0.5 E; RR N	2490	1	20	(F1)	Ctn-gopher holes, Ruf, P-line W,
Richland	M	0.2 S; crk N					(ABANDONED).
(PC)Roundup	M	1.8 N; hwy W	3490	3	40-BL4-S1	F1	Ctn-holes. Ruf.
St. Ignatius	M	0.8 ENE; hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling.
(PC)Scobey	M	1 NW; RR S	2458	3	33-(S1)	(F1)	Ruf.
Seeley Lake, Double Arrow	C	3.5 SE; Crk W	4000	1	20	F1	E blkd, Lnd E; tk-off W, Clsd Winters.
" USFS	L	4.3 NW; lk 2 SE	4150	1	20		
Shelby	M	2.4 N; hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	M	0.6 SE; hwy W	5160	3	28		Ruf.
(PC)Sidney	M	1.3 WSW; crk N	1977	1	30-*L4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	M	0.8 SW; hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	M	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
Sunburst	M	0.6 NW; rd S,W	3399	2	26	(F1)	
Superior, 36B, SEA-HLN	M	1 S; RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW; RR SW	2100	2	29-(S1)	(F1)	Ruf, Cattle on fld.
Terry	M	1.1 SSE; Canal N	2260	2	26		E blkd; p-line ESE. Ctn when wet.
Thompson Falls	M	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	M	1.2 SW; RR NW	4060	2	34		
Townsend	M	2.2 ENE; hwy S	3900	2	42-B	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	M	1.3 NW; riv E	2017	1	26		Ruf, holes.
Turner	M	0.5 NNE	3040	2	28		
Twin Bridges	M	1.5 SE; RR SW	4772	3	32		
(PC)Valier	M	0.6 S; lk S,W	3820	3	35-(S1)	(F1)	Twr adj NW apch. Ctn-wet.
Westby	C	4.3 SSE	2100	3	26	(F1)	P-line W, Cattle on fld.
(PC)W. Yellowstone	M	1.3 W; RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft
Whitehall, 36A, SLC-GTF	M	6.7 SW; RR N	4674	1	59-BL2-W		winter mos.
Wibaux	C	0.8 ESE; RR N	2700	2	15		Rolling.
Wisdom	M	1.8 SSW; rd E	6126	2	26		Wend E/W strip ruf. P-line E.
(PC)Wolf Point	M	3 E; hwy N,E	1980	2	38-(S1)	(F1)	
" Anderson	C	0.8 NW; RR S	2040	1	25-S3	F1	Muddy-wet, High banks S; holes N, P-line W.
NEW AIRPORTS (or airports out of alphabetical alignment)							
West Yellowstone, Watkins Creek Ranch	L	13.8 NW; lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
White Sulphur Springs	M	3.2 S; hwy E	5060	3	36		W blkd; p-lines E,SW. Ruf.
Ringling, Higgins Bros.	L	0.9 ESE; hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
Ronan	M	2.9 N; hwy W	3089	1	34		
Ovando, Clearwater	L	6.2 WNW; rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E; riv W	4300	1	25		Ruf.
Harlowton, Baxter	L	9 SSW; hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W; RR N	4600	3	30		Use strips.
NEBRASKA							
(PC)Ainsworth	M	7.5 WNW; RR S	2580	3	h77-B*L4-S5	F3	Use rnwys.
Albion, Packard	C	4 NW	1807	2	26-*L1,4-S3	F1	E blkd. Use strips.
(PC)ALLIANCE	M	4.5 SE; hwy N	3930	4	h92-B*L4-S5-U	F1	Use rnwys.
Arapahoe, Ten Bensel	C	1.3 N	2300	1	30		Use strip.
Arcadia	C	1.1 WSW	2160	2	20	F1	N blkd. Soft-wet. Use strips.
Arnold	C	0.4 NE					(ABANDONED).
Auburn	M	2.7 E; riv SW	932	3	29-B*L1,4-S5-W	F1	N,NE,E,NW blkd. Use strips.
Aurora, Elge	C	6.4 NW	1834	3	24		NE,NW blkd. Cattle on fld.
Bassett	M	1.9 WSW; hwy N	2346	2	24-(S1)	(F1)	Use strips. Ctn-wet.
(PC)Bayard	M	1.3 SSW; hwy E	3752	2	27		Use strips. Ctn-wet. NE,E blkd.
(PC)Beatrice	M	2.5 N; hwy E	1318	4	h38-BL2-S5	F3	Use concrete rnwys only during winter
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N,SW,W,NW blkd. Use strips. Cattle-fld
Benkelman	C	1.2 NNE; riv SE	2990	3	28	(F1)	Use strips.
Blair	M	3 NNW; hwy W	1079	2	27-BL4-S1	F1	Use strips.
Bloomfield	M	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	C	3 NW; RR S	3693	3	29-*L1-S3	F2	Use strips.
Broken Bow	M	2 N	2530	3	30-(S5)	(F1)	SE blkd, Soft when wet. Use strips.
(PC)Bruning-State	M	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	C	3.8 ESE; rd N	1544	2	26-S5	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE; hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	M	4.8 W; hwy S	3312	2	44-BL4-S1-W	F1	Use strips.
" O & N	P	0.5 NE; RR S	3312	3	31-U		P-line NE. Use strips.
Chambers, Perkins Mem'l	M	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW; dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	M	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	M	0.4 S; RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.

R-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail, F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC)Columbus	M	1.3 NE	1439	2	h30-B*L4-S1	F1	Soft when wet.
(PC)Cozad	M	1 NW	2500	2	33-(S1)	(F1)	P-lines SE,SW. Soft-wet. Use strips.
(PC)Creighton	M	1.3 ENE	1625	2	24-B		Use strips.
Crete	M	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only.Ctn-wet. Use strips.
Crofton,K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N;hill W.Lgt acft only.
Curtis	M	2 ENE;crk1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City	M	1.4 S;hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	C	1 S;hwy E	1068	2	19		Ctn-cattle. Bldg E. Use strips.
Elgin	C	0.5 N;RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd.Use strip
(PC)Fairbury	M	3 N;RR SE	1489	3	h26-BL4-S5	F1	Turf ruf.
(PC)Fairmont-State	M	3.3 SSE;RR SE	1639	3	h70-(S1)	(F1)	Use rnwys.
Falls City	M	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	M	1.4 WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S,SE,W.Use rnwy when wet.
Fullerton,C.A.M.P.	L	2 N;hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	M	1.3 E;RR N	3549	4	34-B-S5-U	F1	N blkd;p-lines S,SW,W,NW.Use strips. Ruf.
Gothenburg	M	0.7 SE;hwy S	2557	2	29-B-S1	F1	Use strips.
(P)GRAND ISLAND	M	3.6 NE;RR 1W	1846	3	h72-BL4-S5-W	F4	Use rnwys.
" Roush	C	2 SSE;riv N	1850	3	32-S1	F1	E blkd;p-line W;trees S.Use strips.
Grant, Pankonin	C	0.5 WNW	3400	2	25-*L		S blkd;p-lines N.Use strips.
Harrison-Skyranch	M	0.6 NNE;rd S	4860	1	30		S,W blkd.
(PC)Hartington	M	1.8 SE;RR,hwy W	1383	2	26-*L1-S3	F1	Use strips.
(PC)Harvard-State	L	2.7 NNE;RR S	1817	3	h77-B		
(PC)Hastings	M	2.3 NW;RR 1S	1944	3	h40-BL4-S5-U	F3	Use strips,rnwy,Shoulders soft-wet.
Hay Springs	M	0.4 SW;RR N	3831	1	28-B*L4		Use strips.
Hebron	M	1.4 S;hwy S	1441	3	31-(S3)	(F1)	
(PC) Holdrege	M	2 ENE;RR S	2310	3	34-B-S3	F1	P-line N.Use strips.
(PC)Humboldt	M	0.8 E;RR,riv S	903	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	M	1 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
Indianola, Kansas River District	M	1.8 N	2498	1	28-S1		P-line NW. Use strip.
(PC)Kearney	M	4.7 ENE;RR S	2130	3	h72-BL1,4-S5	F1	Use rnwys.
Kimball	M	3 S;hwy E	4900	3	29-*L4-S3	F1	N blkd;p-line NE,SE.Use strips.
							Use strips. Ruf in spots.
(P)Lexington 27A,DEN-GRI	M	1.7 NW;RR S	2400	2	43-BL4-S5-W	F3	P-line SW.Use rnwys.
(AF,N,NG)LINCOLN		Arpt now Air Force installation.					
" Arrow	C	4.8 NNE;hwy E	1160	5	25-*L4-S5	F1	Use strips.E/W, N/S strips clsd.
" Union	M	4.8 NNE;RR S	1140	5	h25-B-S5-U	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	M	0.6 E;RR S	3820	1	40-*L-S5	F1	Bldg NW.Use strips.
Lorenzo	L	0.6 W NW;RR E	4400	4	16		P-lines S,SE,SW, Ruf.
Lynch, Woolf	C	2.3 ESE	1395	3	28-S3	F1	Hill S.
McCOOK	M	2 E;hwy S	2586	4	42-BL4-S5-W	F1	Use strips.
(PC) " - State	M	8.5 NNW	2784	1	h75		Ctn-E,W,NE,SW rnwys perm clsd.Use rnwys
(PC)Minden	M	1.2 NNE	2156	2	23-*L1	F1	P-line SE. Use strips.
(PC)Mitchell	M	1.6 S;RR S	3965	2	29-*L4-S5	F3	Use strips.
Mullen	L	1 W;RR adj	3220	2	h19-(S1)	(F1)	Use rnwy.
Nebraska City, Grundman	C	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC)Neligh	M	1.5 SSW;hwy E	1745	2	25		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK,Stefan	M	3 SSW;RR W	1571	2	h58-B*L4-S5-W-U	F1	Use rnwys.
(P)N. PLATTE, Lee Bird	M	3.2 ESE; riv SW	2779	3	h55-BL2,4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage	L	3.8 S;RR W					(ABANDONED).
Ogallala	C	2 W;hwy S	3250	2	25-B*L-S5-U	F1	P-lines S,SE,SW.
" Lake McConaughy State	M	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	L	6.8 SW	3320	1	15-S1	F1	N blkd,Use strip.Ctn-strip short.
Ohiowa, Sieber's	C	2.9 SW;rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	M	3.5 NE;riv E	982	6	h70-BL2,6-S5-W	F4	All asphalt rnwys lmtd to 10,000 lbs. Use rnwys, Rnwy 17R-35L clsd.
" Clear Ridge	C	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc when wind from SE,S. Use strips
" Durand Sky Ranch	P	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	C	8 NNW;h wy S	1260	4	26-L3-S3	F3	S,SE,SW,W,NW blkd.Rgt tfc W,N.Use strips.
" S. Omaha	C	8.5 SSW;RR S	1064	2	29-S5	F1	NW blkd;p-line N. Use strips.
O'Neill	M	2 NW;hwy N	2100	4	35-B-S5	F1	P-lines SE,SW,S. Use strips.
Ord	M	1.8 NW;RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Orleans, Ott	L	1.1 SE;riv1 SE	2050	2	25		S,SW,W,NW blkd;p-line SE.Ctn-wet. Use strips.
Oshkosh, Buck	C	0.4 SW;hwy N	3400	1	27-(S3)	(F1)	E,SE blkd. Soft-wet. Minor eng rprs.
Papillion, S. Omaha	See Omaha, South Omaha Arpt						
Paxton, Lierley	C	4.6 SSW	3220	3	26	(F1)	P-line NW.Cattle-fld.Use strips.
Pender, Lampe's	C	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Use strips.
Potter	M	0.5 NW;RR,hwy S	4387	2	22		(EMERG ONLY) .Ruf,use strips.
" Bar J Lazy V	C	5.8 SW;rd E	4550	4	27-S5	F1	E,NE blkd. Ctn-well drilling. Use strip.
Ravenna	M	1.5 SE;hwy adj SW	2005	1	17		N,S blkd.Hill E.Ruf.
Red Cloud , County Dam	M	2.5 ENE	1770	1	26	(F1)	Fence adj S.Use strip.
Republican City, Harlan	L	2 WSW;riv 1 S	1980	1	30		N blkd.Use strip.
(PC)Rushville, Modisett	M	2.4 NE;RR S	3750	3	30-S1	F1	Use strips.
(PC)Sargent	M	1.5 E;RR SW	2313	2	26		Use strips.
Schuyler	C	2.8 W;RR S	1368	2	20-S3	F1	NE blkd. Ditch S.
Scotia	M	1.6 W;riv E	1930	2	22	(F1)	N blkd.
(P)SCOTTSBLUFF	M	3.5 E;hwy S	3965	3	h83-BL4-S5-W	F4	Use rnwys.
(PC)Scribner-State	M	3.7 SSE;RR 1 NE	1315	2	h69-B-S1	F1	Ruf.ENE/WSW rnwy clsd.
(P)Sidney, 50D, SLC-OMA	M	3 S;hwy N	4300	3	48-BL4-W	F2	Soft-wet.
Stromsburg	L	1 S;hwy W	1668	2	26		N blkd;p-line W.Use strips.
Stuart-Atkinson	M	SEE: Atkinson, Stuart-Atkinson under New Airports					
(PC)Superior	M	2 N;hwy W	1720	2	31-(S3)	(F1)	
Tecumseh	C	4.6 N;hwy W	1160	1	25	(F1)	
Tekamah, Cram Brothers	P	5.5 NE;riv E	1035	1	26		N end low S blkd,Use strip.
Tilden	L	3.2 WNW;RR S	1684	1	21		P-line SE.Ctn-Windmill,Use strip.Ruf.
(PC)Trenton	M	1.2 NW;RR 1S	2840	2	26-*L		P-line SE. Use strips.
Utica, Sky Village	L	1.2 S					(ABANDONED)
(PC) Valentine	M	1.3 S;RR E	2586	2	h24-BL4-S1-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Venango, Dudden	L	0.1 NW	3560	2	26		W,NW,blkd;p-lines N,NE,S,Ruf.Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
Wahoo	M	2.5 NE	1223	2	25-(S1)	(F1)	P-line S,SW.Soft-wet,Use strips.
(PC)Wayne	M	1.8 E;RR NW	1435	3	33-B*L-S5	F1	P-lines N, NW,hwy S. Use strips.
Weeping Water, Brown's	C	1.5 E;RR,crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	M	1.3 WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	L	5 SSW;rd S	1350	1	19-(S1)	(F1)	Use strips.
(PC)York	M	1.8 N;hwy W	1662	3	30-BL4-S3	F1	P-lines SW,NW.Use strips.Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St.Paul,Loup Forks	L	2.4 NNE;RR W	1790	aw	26-(S1)	(F1)	NE,E,SE,SW,W,NW blkd.
Atkinson,Stuart-Atkinson	M	5.5 NW;RR S	2130	2	32		Use strips.
Enders-Dam	L	1 SE;RR NE	3130	1	26		Embank, S.Ctn-wet.
Ashland,Linoma	P	3.1 NE;riv W	1070	1	16		NW blkd.
Wakefield,Bressler	L	0.6 SE;RR NE	1450	1	16	(F1)	Ctn-small fld.W blkd;p-line NW.
Arthur	M	1.3 WSW,hwy S	3700	1	27		Hill W.Use extreme caution.
Valley	L	1.4 W NW	1145	1	22-(S1)	(F1)	
NEVADA							
Alamo, Pahranagat	M	0.7 W	4300	2	26		Ctn-not maintd.
Austin	M	7 WSW;hwy SE	5720	2	h60		
Baker	M	2.3 SSE;hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	C	1 SW;hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) " 35, SFO-SLC	M	4 SE;hwy N	4533	2	h73-BL4,5-(S1)-W	(F2)	
(PC)Boulder City	M	0.6 S;hwy NW	2458	3	65-L4-S5	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	P	19.5 W;hwy N	4864	1	h64		Not maintained.
Carlin	M	1.8 NE;hwy S	4950	2	19		Ctn-winters.
Carson City	M	3.1 NE;hwy 1.5 SE	4752	3	51-(S1)	(87)	WNW blkd;mtns NNE, ENE. Use strips Avoid easterly 1100' WNW/ESE strip.
Coaldale	M	0.6 WNW;lk W	4600	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE;hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W;RR N	4850	1	21		Use at own risk.
(P)ELKO	M	1.5 W;RR S	5136	2	h60-BL4-S5-W	F4	Unmrkd p-lines ENE.P-line SE.
Ely	M	3.5 NNE;hwy E	6258	3	h60-B*L4-S5-W	F4	Bcn lctd on hill 2 mi SW
Fallon, Lahontan	L	1.4 SSW;hwy E	3980	2	32		CLOSED-DO NOT USE.
(PC)Fernley, Churchill	P	13.8 S	4268	1	h72		Ctn-not maintd.Use at own risk.
Ft. McDermitt	See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS."						
Gabbs	M	4 NW;hwy NE	4700	2	60		Ctn-not maintained,hazardous.
Gerlach	M	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	C	2.5 E Moapa;hwy S	1490	1	27	F1	SE blkd. Ruf.
(PC) HAWTHORNE	M	1.7 NNW;hwy SW	4254	3	67	F2	
(P)LAS VEGAS, McCarran	M	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	C	4.4 NW;hwy W	2200	4	42-*L4-S5	87	
Lathrop Wells	L	0.5 WSW;hwy NS	2580	2	50		
Lovelock	C	1.5 ENE;RR W	3986	3	37		
(P) " Darby 26A, SFO-SLC	M	9 SSW;RR,hwy W	3903	2	h55-BL4-W		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	M	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan	M	6.2 W;hwy W					(ABANDONED).
Mesquite	M	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
Mina	M	0.5 SE;hwy W	4525	1	37		
(PC)MINDEN, Douglas Tahoe	M	2.8 NNE;hwy W	4718	3	h74-B*L4-S3	F3	No storage.
Nixon	M	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	M	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	M	2 N;riv SW	1381	2	h48-BL4		
(PC)Owyhee	P	4.8 W	5375	1	h67		
Panaca	M	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River	M	7.4 NE of Ione					(REPORTED ABANDONED).
(NG)Reno	M	4 SE;hwy W	4404	3	h64-BL2,4-S5-W	F4	
" Skyline	C	2 NW	4823	1	33-(S5)		E blkd.Ctn-loose rocks.No sto.Soft-wet.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	M	1 SSE;hwys W	4190	2	27		W blkd.
Searchlight	M	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	C	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk.NE blkd.
← Sparks	C	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	P	2.5 ESE;RR N	4385	1	24		Mtns N.Restricted to C.A.P. use only.
" Reno Sky Ranch	C	See: Reno-Sky Ranch under New Airports.					
Stewart	M	0.5 W					(ABANDONED)
Summit Lake	M	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	M	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Lambertucci	P	3.2 W NW;hwy S	5600	3	31		Rolling.
Wadsworth	C	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	M	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	M	2 E;hwy W	5763	2	h55-BL4		Use runway.
(P)Winnemucca. 32A, SFO-SLC	M	6 SW;RR N	4303	2	h50-BL4-W	F3	
Yerington	M	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch	C	5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling.Use strip.
Beatty, 20, RIV-TDL	M	3.5 SW;hwy E	3173	1	55-BL2,4		
McDermitt, Fort McDermitt	M	5 ESE	4475	1	15		Use at own risk. Ruf.
Fallon	M	2.5 NE	3965	2	h50		
Eureka	M	6.7 NNW;hwy W	5946	1	48		
Pioche	M	5.8 NW;hwy SW	5840	1	48		
Reno-Sky Ranch	C	10.9 NE; hwy W	4528	4	50-*L1-S5	F2	Ruf.
Jean	M	1 SSW;hwy W	2833	1	45		
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	M	7.5 N;riv W	1158	1	h50-(S1)		
(PC)Claremont	M	1.3 W;riv NE	545	2	h27-BL4-S3-U	F2	Ridge W edge NNE apch.
(P)CONCORD	M	2 E;riv 1 W	345	3	h40-BL4-S5-W-U	F3	NNE/SSW rnwy clsd winter. P-line ESE
Conway-Valley	L	0.6 W NW;riv NNE	465	1	24		INACTIVE. Ctn-ruf.
E. Jaffrey, Silver Ranch	C	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	C	1.2 W NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	C	1.6 N;RR W	80	1	21-S5	F2	Rolling.
Haverhill, Dean Memorial	M	4.1 NE,RR W	570	2	20-S3	F2	No Storage.
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE, S 450' soft, bare S blkd. Ruf.
Hooksett-Manchester	C	2 S;riv E	187	1	30-S5	F1	S end rolling SSE blkd.
Jefferson, Rogers	C	2.2 S;hwy W					(ABANDONED).
(PC)KEENE, Dillant-Hopkins	M	2 S;RR W	482	2	h40-BL4-S5-U	F3	island.
(PC)LACONIA	M	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	NNW blkd. Ctn-taxiing near gas pump
(P)LEBANON	M	3 WSW	579	2	h40-BL4-S1-W-U	F3	Ditches, gulley at ends of rnwys.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. NNE
Merrimack, Webster	C	3.7 S;hwy E	195	4	24-*L4-S5-U	F1	Clsd Nov-May. E,W blkd; p-line SE; bushes

h-paved rnwys. B-rotating lgt. L-lighting facilities S-servicing. aw-allway field W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
(PC)Nashua, Boire	M	2.8 WNW;RR NE	193	1	h32-BL2-S5-U	F3	300' unpaved overrun each ends of rnwys.
" Gate City	C	3.3 SSE;RR,riv E	120	1	15-(S1)	(F1)	Rolling. Rgt tfc N.Only E side of strip
(PC)Newport, Parlin	M	2 NNW;riv SW	786	2	h20-S1-U	F1	ESE/WNW emerg use only. Unusable
N. Conway, White Mountain	C	1.9 SSE;bet RR's	495	1	26-S3	F1	Mtn E. Ctn-loose sand. Rolling.
← Pembroke	C	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	M	3.5 WNW;riv S	506	1	20		
(PC)Portsmouth	M	3 W	94	3			(CLOSED-CONSTRUCTION).
← Rochester, Skyhaven	P	2.8 ESE;RR E	320	-	16		Rolling. Rgt tfc N.
Somersworth, Wayside	C	2.4 W;hwy E					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	M	3 ESE;RR SW	1048	1	24-S1	F2	Mtn SE. Fuel on call winters.
Wolfeboro, Lakes Region	C	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (or airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	C	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Asbury Park-Air Terminal	C	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
← Ashland, Echelon	C	0.8 SE;RR,hwy W	100	3	28-*L4-S5-U	F3	SE,S,NW blkd.
(PC)Atlantic City	M	1.3 WSW;hwy W	11	3	h29-BL4-S5	F3	Tower N.
Barrintown Pleasantville-Somers Point	C	1.5 NW;RR N	45	2	27		S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	C	1.6 SE;RR S,W	250	2	24-(S3)	(F1)	E,W blkd;p-line NW.Rgt tfc NW.
(A) BELMAR, Monmouth Co.	C	5.5 W;hwy E	180	2	38-BL4-S5	F3	Shoulders soft when wet.
Blackwood	C	0.5 ESE;hwys W	65	1	27-S5	87	W blkd.
Blairstown, Lake Susquehanna	C	2.3 WSW;RR S	380	1	20-S5	F1	Rgt tfc SW.
Boonton, Aircraft-Radio	L	2.6 N;rd N,W	550	3	31-S5	F3	NE, NW blkd.
Bridgeport	C	0.8 ESE;hwy N,W	23	2	21-S3	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
Bridgeton, Buck's	C	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" LiCalzi	C	1.3 S;rd NW	42	1	24-S5-U	F1	ESE blkd.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	C	1.7 ENE;hwy NW	30	2	24-*L4-S5	F1	Atnd week-ends only December-May. E blkd;p-lines SSE, NNW.
(PC)Caldwell-Wright	C	2.4 N;riv NE	175	3	h47-B-S5-W	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on Rnwy 32. Clsd Sunday, holidays. Use rnwys
Camden-Central	C	1.8 E;crk W	27	3	h28-*L2	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	P	6 ESE;hwy N	190	3	18		
Clementon	C	1 NE;RR N,S	100	2	26-*L4-S5-U	F3	SSW, WNW blkd. Ruf.
Clinton, Captain's	C	3.9 W;hwy S	360	1	19-S3		Soft when wet. No Storage.
Colts Neck	C	0.7 SSW;hwy E	100	2	24		CLOSED.
East Hanover, Hanover	See Hanover Arpt, under "NEW AIRPORTS".						
Florence	C	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	C	1 ESE;riv S	12	1	20-S5	F1	
Hackettstown	C	2 SSW;riv E	560	3	30-S3	F2	
" Budd Lake	C	3 ESE;hwy N	1080	3	18-S3	F1	NNE blkd. Rolling.
Hammonton	C	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N,NW blkd;p-line SE. No sto. Soft-wet.
← Hightstown	C	1.3 SW;RR NW					ABANDONED.
← Keyport, Walling	C	0.8 SE;hwy N	34	2	18-S3-W	F1	N,S blkd.
Lakewood	C	2.8 SE;hwy N	32	1	25		INACTIVE.
Lincoln Park	C	1.8 NNW	180	2	23-S5	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	C	1.2 SSE;hwy W	23	3	h41-*L3-S5-U	F4	NW blkd;p-lines N,S,E,W. Rgt tfc rnwys 9, 14.
Mahwah, Ramapo Valley	C	1.2 NW;riv SE					ABANDONED.
Marlton-Medford	C	1.5 ENE Marlton	80	2	25-S1	F1	NW blkd.
Mays Landing, Atlantic	C	2.5 W;RR N	80	2	27-S5	F1	SSW blkd. Soft-wet.
Milltown, Ziegfield	P	4 S;riv 2 SE	120	1	13		
(P)MILLVILLE	M	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintd.
Moorestown	C	1 NNE;rd N,W	70	3	20-*L-S5	F1	Closed Tuesday. P-line NNW.
← Morristown	M	3 E;rd S	187	2	h40-BL2-S5-W	F4	
← Mt. Holly	C	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS WET.
(NG)NEWARK	M	2.5 SSE;RR's W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	C	4 N;rd N,W	100	3	26-*L4-S5-U	F3	P-line WSW,WNW.
" North Brunswick	C	2 SW;RR E	120	3	33-*L-S5-W	F3	E SW,NW blkd;p-line NE,SE,W. No E tk-off.
Ocean City	M	1.7 WSW;bay W	8	2	34	F1	NW/SE Strip closed.Rgt tfc S,W.
Osbornville, Ocean Co.	C	0.25 crk S	18	2	27-*L1,3-S5	87	NNE, SE blkd.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc) (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
Paterson, Murchio	C	4.5 WNW; hwy N	350	aw	28-S5	F1	
" Totowa-Wayne	C	4.8 W; RR W	185	1	26-S5	F1	No sto.
Pemberton	C	1 SSW; RR N	65	1	22-S5	F1	Clsd Oct-Apr, Lnd at own risk, NE blkd.
Pennington	C	2 ESE; hwy S, E	230	1	21		Closed. E blkd, Soft when wet.
Phillipsburg	C	2.3 ENE; RR S	400	2	19-S3	F1	Rolling.
Pittstown, Alexandria	C	2 WNW	460	2	19-S3	F3	Rolling, ENE blkd; p-line SSE.
" Sky Manor	C	1.5 SW; rd S	540	3	34-*L4-S3-U	F2	N blkd, Rolling, on SW tk-off do not turn left until passed house on S side.
Princeton	C	2.8 N; hwy adj	160	2	23-*L1-S5	F3	SE blkd; p-line ENE.
"-Nassau	C	2.3 S; hwy SE	80	2	24-S3-U	F1	SSE blkd.
Rahway, Westfield	C	2 W; rd S, W	100	2	24-*L1-S5	F3	W blkd. Soft-wet. Ruf. No sto. No 87 oct.
Readington, Solberg-Hunterdon	C	1 NNW; rd E, W	180	3	37-*L1, 4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	C	1 S; hwy, RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Richland, Cavoli's	C	1.5 W; hwy N	100	2	43-*L4-S5	F3	SSW blkd.
Robbinsville, Trenton-Robbinsville	C	1 ESE; RR W NW	115	2	h31-*L3, 4-S5	F3	NNW blkd.
Salem	C	1 SE; hwy S	15	1	21-*L1-S3	F1	
Somerville, Somerset	C	4.6 NW; riv W	105	3	22-*L4-S5-U	F1	WSW, WNW blkd.
Sussex	C	1.2 WSW; RR S	420	2	22-*L4-S5	F1	Use strips.
→ TETERBORO	M	0.5 SW; rd NW	7	3	h45-BL4, 5-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC)Trenton, Mercer County	M	5 NW; RR SE	211	4	h40-BL4-S5-U	F4	PC for Navy only. N/S rnwy clsd.
Tuckerton, Mathis	L	0.9 W; lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	C	4.3 SSW; lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	C	2.5 NNW; hwy E	100	4	24-*L4-S5-U	87	ENE, S, W blkd; p-lines E, SE. Use strips.
"-Downstown	C	4.3 NE; hwy N	120	2	25-*L3, 4-S5-U	F3	ESE, SSW blkd; p-line NNE.
(PC)WILDWOOD, Cape May Co.	C	6 WNW; RR, hwy E	22	4	h50-BL34-S5-U	F4	Airline Stop Summer only.
(PC)Woodbine	M	2 SE; RR NE, W	39	3	h33		INACTIVE. Twin-eng acft use concrete Asphalt ext soft, broken.
Woodbury-Mantua	C	1.8 SSW; RR N	50	2	24-*L1-S3	F1	P-line N. Ruf, rolling.
Woodstown	C	3 NW; hwy N	100	2	19-*L1-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hanover	C	2.8 NNE; riv E	170	1	25-*L4-S3	F1	
NEW MEXICO							
Acomita, 64, LAX-AMA	M	7.8 W					(ABANDONED).
Alamogordo	M	2.4 N bet RR's	4465	2	29-(S1)	(F1)	Atnd-wk-ends only.
" White Sands	C	3 SW; hwy S	4230	2	40	F3	P-line SSE.
Albuquerque, Alameda	L	7.4 N; riv E	5069	2	37	(F1)	Ctn-loose sand. Use strips. Ruf.
" Del Norte	C	3.6 NE; RR W	5113	5	48-*L4-S5	F1	P-line ENE.
" East Mesa	C	4.6 ENE					(ABANDONED)
" El Rancho	C	7 NW	5350	4	36-S5	F1	
" West Mesa	C	3.8 W; hwy S	5129	4	03-*L4-S5-U	F3	Houses ENE.
Anton Chico, 79A, LAX-AMA	M	4, SSE; riv 2 SE	5281	2	43-BL2		
(PC)Artesia	M	4.2 W; hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	M	2.2 NW; riv 2, E, S	5700	2	30		Ctn-auto trails.
(P)CARLSBAD	M	6.1 SSW; hwy SE	3276	4	h66-BL4-S5-W	F3	Rnwy 8-26 clsd ngts. Hill NW.
Carrizozo	L	0.6 N; hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Cimarron	L	1 ESE	6537	1	34		
" Philmont Scout Ranch	L	2 SSW; rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	M	1.5 E; hwy N	5050	2	54-S1-W	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE, rds W	5500	2	40		E/W strip ruf. Ctn-weeds.
Clovis, Hillcrest	C	2.1 E; RR S	4244	4	36		CLOSED. P-line S.
Columbus, 34, PHX-ELP	M	0.6 ESE; RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	M	9.4 NNW; hwy SW	6429	3	57-BL2		Ruf for lgt acft.
Cuba	L	1 NNW; hwy N	7050	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W; hwy S	6192	2	30		Mtn N; p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE; RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(PC)DEMING	M	2.5 ESE; hwy N	4314	5	h81-*L4-(S1)	(F1)	Ctn-high weeds.
" Center Aux	L	11 W; RR S	4440	1	h60		
" Cooper	L	2.7 S; hwy E	4300	1	25-*L1-S1	F1	Use strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Deming, South Aux	L	18.2 SSW; rd 1 E	4240	1	h60		Ctn-weeds.
Des Moines, Smith	L	15.5 E	6600	3	39		Cattle on fld.
" Wetherly	P	6 FSE	6600	3	27		Ruf.
Drolet	M	0.9 W; hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	M	1 N; rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	M	4.5 WSW; lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Encino, Potter Ranch	L	0.9 NNE; hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB	M	2.6 E; rd N					(ABANDONED).
Espanola	L	8 NNE; hwy NW	6600	1	38		P-line E. Ctn-auto trails.
Estancia, Chadwell	L	0.6 SW; rd N	6100	2	26		Cattle-fld.
Eunice	M	2.2 ENE; hwy E	3400	4	28		P-line E, NE, SE. Ruf. Cattle-fld.
Farley	L	0.5 SSE; RR N	6000	4	26		Cattle on fld. Ruf.
(PC)FARMINGTON	M	1.5 NW; riv 1, 3 S	5509	3	h57-B*L4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S; hwy N	6900	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	M	1.5 NE, RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	M	2.6 WSW; RR N	6467	1	h50-BL4	F1	
Glenwood, Whitewater Mesa	L	4 NNE	5470	2	37		
Hagerman, Michelet	L	1.9 ESE; lk E	3410	1	24		P-line N, S.
" Moore	L	3.5 WNW	3450	2	26		NNE/SSW Strip ruf.
(PC)Hatch	L	9.4 WSW; hwy S	4509	3	36		Cattle on fld. Ruf.
(AF)Hobbs	M	6.7 NNW; RR NE	3707	4	h88-*L4-S5	F3	Ctn-flgt trng with B-25 conducted off base in tfc pat. adj Lea Co. Arpt. Aux Reese AFB.
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	M	5 W; hwy N	3659	4	h54-BL4, 6-S5-W	F4	See notice under Hobbs Airport.
Hope, Flying H Ranch	L	27.6 WNW	5140	2	28		Ctn-auto trails. Ruf.
→ Jal-Lea County	M	2.4 ENE; Rd S.	3110	1	h36		
(PC)LAS CRUCES	M	8.5 W; hwy S	4454	3	h75-BL4		
" East	M	1 NE	3900	3	36-S5	F1	
(P) Las Vegas	M	6 NE; RR, hwy 2 W	6866	2	h64-BL4-S5-W	F3	Clsd to Air Carrier operns. Hazardous to acft over 12,500 lbs. Ctn-holes, ruf. Use rnwys.
" X-C Aero	C	2 E; rd N					(ABANDONED)
LORDSBURG	M	1 SE; RR, hwy N	4287	2	82-S5	91	P-line WNW. Use strips.
" Kuykendall	L	0.8 NNW; hwy E	4225	3	28		strips. ENE, SE blkd. Ctn-weeds, holes. Use.
Lovington	L	0.8 E; RR W	3985	4	36		N, S, E blkd; p-lines NE, NW, SW, W.
" Hobbs	P	13.4 ENE	3650	2	h70		
Magdalena	M	0.8 N; RR S	6572	3	48		SSW, WSW blkd; p-line SW; mtns NE, ENE. Ctn-loose rocks.
Manuelito	L	2.4 NNE; RR SE					(ABANDONED).
Maxwell	L	1.7 N; hwy E	6000	4	39		SSE blkd; ditch SW. Use N/S, NE/SW strip in emerg only. Ruf.
Mesa	L	0.5 S; hwy NE	4900	3	19		Cattle on fld.
Milnesand, Flying M Ranch	L	0.4 NNW; hwy E	4360	3	18		Use strips.
Moriarty, Longhorn	L	8.3 ENE; hwy N	6312	2	33		P-line N.
Mosquero, Tequesquite Ranch	L	10.8 NE; riv E	4600	5	25		
Mountainair	M	1.1 NE; hwy S	6600	3	28		N blkd; p-line S.
Otto, 74, LAX-AMA	M	6.8 NNE Moriarty	6226	3	41-BL2-W	F1	Ctn lgt acft Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd. Use caution. Ruf.
Portales	M	2.2 W; hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE; RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S; hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	P	0.3 SE; hwy N	6700	1	18		NNE, NW blkd.
(PC)RATON, Crews	M	11.5 SSW; hwy NW	6352	2	h55-BL4-W		N/S rnwy abandoned.
" Eagle Tail	C	2.8 S; hwy W	6580	4	43	(F1)	Atnd wk-ends Aug-Sept. Stock-fld. Ruf. Use strips.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
Rodeo, 26A, PHX-ELP	M	7.3 NNE; rd S	4137	2	39-BL2-W		Use strips. Ruf.
(P)ROSWELL	M	1.6 WNW	3621	4	h55-B*L4-S5-W	F3	
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC)Ruidoso, Cree Meadows	M	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Jon	L	0.6 NE; RR, hwy S	4100	2	27		Caution-cattle on fld. Ruf.
Santa Fe (Old)	C	6.3 SW; hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P)SANTA FE (New)	M	9.8 WSW; hwy 2 E	6344	3	h63-BL4-S5-U-W	F4	No storage.
" Ragle	L	3.7 SSW; RR SE	6840	3	44		Tk-off downhill dangerous. Ctn-dip S end N/S rnwy. Stock on fld.
Shiprock, Indian Service	M	1.6 SSW; hwy W	5100	2	40		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	M	11.5 SE; RR 1 E	5443	2	55-BL4	F3	
(PC)SOCORRO	M	2.5 S; hwy E	4796	1	h58-BL4	F1	Rstd to Airline Ngt Operns; unlgtd knoll S.
Springer	L	07 NE; lk 45 NW	5835	4	30		Cattle on field. Ruf.
" Vallejo Ranch	P	13.5 W; hwy S	6450	1	30		Caution-weeds.
Taiban, Ft. Sumner	L	9.8 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos	C	1.7 SSW; hwy NW					(ABANDONED)

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	L	4.5 WSW;hwy E	6890	3	47		Sheep on field.
(P)TRUTH OR CONSEQUENCES	M	7.5 N;hwy E	4849	5	h56-BL4-S5-W	F2	7400' strip avail.Gulley W,P-line ENE.
(P)TUCUMCARI	M	7 E;hwy S	4063	4	h51-BL4-S5-W	F4	550' overrun Rnwy 3-21.
Vaughn	L	1.3 SE;hwy E	6000	3	25		P-line NNW,Rolling Cattle fld.Use strips.
NEW AIRPORTS (for airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	M	17.5 NE	8000	1	43		P-line adjacent strip.
Grants	M	2.9 NW;RR,hwy NE	6520	1	h53-B*L4-W		
Cambray, Burris	L	5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,E	5100	3	38		Mtn NE. Cattle on fld.
Hatch Municipal	M	3 WSW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		Rnwy 8-26 clsd-const.
(AF)Albuquerque, Kirtland AFB	AF	3.8 SSE	5330	4	h102-BL4-6-S3-W	F4	Open to civilians. 2-way rdo rqrd.
➤ Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page	L	1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	M	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd.Use rnwys.
Amityville, Zahn's	C	2 NNE;RR NE	80	1	h42-*L1-S5-U	F3	P-lines SSE.Rgt tfc N.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	C	1.4 N;hwy W					(ABANDONED)
Arcade	M	2 N;rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	C	0.5 SSE;hwy N	380	2	22-S5-U	F3	N blkd.FEE when no gas purchased.
Auburn	C	3.7 NNW;RR IE					(ABANDONED)
(PC)Ballston Spa	M	3 N;crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	M	0.6 NW;RR S	340	1	32-S5	F1	No storage.
(PC)Batavia	C	2.4 NNE;rd W	910	3	30-B*L1-S5	F3	
Bayport, Davis	C	1.3 NNW;RR SE	40	2	27-*L4-S5	F1	FEE when no gas purchased.Rgt tfc N,NW
Bethpage, Grumman	P	0.5 W;RR NE	119	1	h66		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24, 10-28 clsd.
Binghamton	C	7.2 NNE;riv E	940	2	21-S5	F1	
(P) " BROOME COUNTY	M	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	
(PC) " Tri-Cities	M	10 W;riv E,S,SW	832	2	h35-*L2-S5	F3	Ctn on apch to rnwys 4,9. Seaplane activities W.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood	C	1 ENE;RR N	85				CLOSED-CONSTRUCTION
(P)BUFFALO	M	6.1 ENE;RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY.Rdo rcvr rqrd.P-line N,SW.Use rnwys.
" Air-Park	C	7.9 ESE;hwy S	660	2	h21-L4-S5	F3	Use rnwys.
Burt, Lakeview	C	2.2 W;RR S	300	1	13	F1	
Canajoharie	C	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	M	1.3 WSW;hwy S	535	3	32-B-S5	F3	N/S strip short.
Catskill-Valley	C	1.8 SSW;RR W	105	2	24-*L-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	C	0.5 NW;hwy E,S	416	aw	18-*L-S5	F1	P-line ENE. Avoid graded strip-wet. Use turf areas.
Clayton, Sunnybrook	P	3.4 S;rd E					(ABANDONED).
Clyde-Lyons	C	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
➤ Commack, Carll Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	P	1.4 NNW;hwy S	1660	2	18		(CLOSED TO TRANSIENTS-$10-50 FINE). Ruf.
Corinth	C	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	M	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	360	1	14		
(P)Dansville	M	1 NW;hwy SW	662	2	h40-BL2-S5-W	F3	P-line N. purchased.
Deer Park	C	0.8 F;rd W,RR N	78	3	22	F3	NW,SE blkd;p-line NE.FEE when no gas
Depew, Buffalo Sky Harbor	C	2 NNW;RR N,W	720	2	18		CLOSED, Rgt tfc N,NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	C	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(P)DUNKIRK	M	3 E;RR S	692	2	h40-BL4-S1		
" Werie	C	1.8 ENE;crk F	640	3	29-S3	F1	ESE, WNW blkd;p-line SW.
East Amherst, Steffen	L	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proper	P	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	L	0.5 WSW;hwy E	260	1	43		Do not cross hwy on strip except emerg. S blkd;p-line N. Rgt tfc when wind from S.
(PC)East Hampton	M	2.5 W;RR S	40	3	26-*L1-S5-U	F3	P-line NNE. Ruf.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	M	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
Falconer	C	0.5 NNE;RR W	1250	1	20-S5	F1	Rgt tfc strip 32.
Farmingdale, Republic	L	1.3 ENE;RR NS	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc ldg Rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft. Plain, Nellis	C	3.5 NW;hwy NE	700	1	23-S5	F1	
Fowler, Ryder's	C	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	C	3.5 W;RR SE	620	2	27-*L1-S1	F3	P-lines N, E.
(PC)Fulton	M	2.6 NNE;rd W	469	2	h40-*L4-S5	F3	
" Airpark	L	1 W;lk SW					(ABANDONED)
" Granby	C	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage.
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	C	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	C	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
(P)GLENS FALLS, Warren County	M	2.8 NNE	328	2	h40-BL24-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	C	1.3 NE;hwy SE	450	2	31		Closed-thaws. SSW blkd.
Granville	C	1.5 N;RR W	420	1	16-*L1-S5	F1	
Greene	C	2 SSW;riv E	900	1	24-S1	F1	Mtns E,W.
Greenville, Rainbow	L	0.8 ENE;rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E,S,W blkd.
➤ Hamburg	L	2 NNW;hwy NW	722	1	h22		CLOSED.Use at own risk.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18		Lnd at own risk. Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
Herkimer, Hayduk	C	0.6 SSW;RR N					(ABANDONED)
Hilton	C	2.6 WSW;crk ESE	325	3	17	F1	NE blkd. Soft spots.
Honeoye Falls	P	0.8 SW;RR E					(ABANDONED)
Hornell	M	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N,ESE.
➤ Hudson Falls	L	1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	M	8 NE;RR N	98	3	h50-BL4,5,6-S5-W	F4	No storage. Rnwy 10-28 clsd nqts.
Ithaca	M	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
" Cornell University	C	4 NNE;RR 3 SE	1098	2	h36-BL4-S3	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	M	4.1 N;hwy E	1719	3	h39-B*L4-S5	F3	
Jay, Ausable Valley	L	0.6 ENE;hwy NW	680	1	13		
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	P	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N.Caution-ruf.
Keeseville	C	1.4 S;hwy W	490	1	20	F1	S blkd.
(PC)Kingston-Ulster	C	2.7 N;RR E	160	2	30-S5	F1	P-line E.
Kirkville	L	0.3 W;RR N					(ABANDONED)
Lake Placid	C	2 SE;hwy S	1750	2	35-S1-U	F3	
Lakeport, Oneida Lake	C	0.4 WNW;lk N	390	2	17-S1	F1	P-line WSW. Soft when wet.
Lake View	C	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*1-S1		Atnd summer only.
Livingston Manor	C	0.8 SE;hwy NE	1440	1	26-L4-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N;hwy E	380	3	20-(S1)		NW blkd.
Mahopac	C	2 WNW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	M	2 W;hwy S	791	2	h40-*L4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
Massapequa, Fitzmaurice	C	1.5 ENE;RR S					(ABANDONED)
(P)MASSENA, Richards	M	2.2 E;riv SE	205	2	h40-BL4-S5-W	F1	ARPT OF ENTRY.4' stakes on fld-snow removal.
(PC)Mastic-Flight Strip	M	2.6 NW;hwy S	66	1	h60-S5	F1	No storage.
Mattituck	C	0.8 ESE;bay S	30	1	22-*L-S5	F3	
Medina	C	2 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	C	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N;RR SE	735	1	21		
Middletown, Randall's	C	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven	L	1.3 NW					(ABANDONED).
Millbrook, Van Alen	L	7 NE;hwy S					ABANDONED.
Millerton	L	1.5 N;pond NE	880	2	22		N blkd, hill SSE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only.N blkd;TV ant. NNE.
Monticello,Sullivan Co.	C	1.4 S;RR E	1500	1	36		INACTIVE.
" The Ranch	L	4 ENE;riv E					(ABANDONED).
Montour Falls,Martin	C	1 NE;RR W	460	1	20-S3	F1	
Mt. Morris	L	1.2 S;RR NE	800	2	13		(DANGER-SHORT FLD).Ruf.
Newark	M	1.3 NNW;RR N	490	1	19		INACTIVE.P-line NW.
New Baltimore,Farley's	C	1.8 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh,Stateside	C	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FIELD).
New City,Christie	C	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz,DuBois	P	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD),Soft-wet.
New York,Donovan-Hughes	C	14 SW Empire State Bldg.					(ABANDONED)
" Flushing	C	8 ENE Empire State Bldg.	4	aw	26-*L1,3-S5-U	F3	Major eng rprs only.SW, SSW blkd.Rgt tfc N, NW;turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	M	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. Clsd to fighter type acft, mil acft xcpt those carrying high govt offls.Use rnwys. Clsd to motorless acft. No 80 octane avail.
(P) " LA GUARDIA	M	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd.FEE. Dikes N,E.Clsd to acft 105,000 lbs. N/S rnwy used for parking.Clsd to motorless acft.
" Richmond County	C	15.7 SW Empire State Bldg.	10	2	22-S3	F2	SE blkd.
" Rockaway	C	15 SE;ocean S	20	4	27-S3	F4	S blkd;p-line SE,SW.FEE. S end N/S strip ruf.
" Staten Island	C	15.5 SW Empire State Bldg.	45	2	h35-S5	F1	
(N,AF,NG) NIAGARA FALLS	M	5 E;RR 1.4 N	590	5	h76-BL*3,4,6-S1	F4	Use rnwys, turf hazardous.N/S Rnwy clsd hvy tfc. 2-way rdo rqrd. Ctn-jet opern.Overrun lgts.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda,County Line	C	3.4 E;canal N	577	2	20-S1	F1	
" Shawnee	C	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E,W blkd. Glider towing vicinity.
Northville, Plateau	L	2.5 E;crk S,W	1040	2	24		
Norwich, Eaton	C	2.5 N;RR,riv E	1019	3	24-*L1-S3	F3	NE end NE/SW strip ruf.S apch rqrd on NE,SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	L	1.5 SE;riv W	285	3	30		ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	C	1.8 SE;riv N	1440	1	30-L4-S3-U	F1	Minor eng rprs only. P-line W.
" Midway	C	2.7 WNW;RR S	1510	2	18-S3	F1	Minor eng rprs only.
Oneonta	C	1.5 W;RR S,SE	1100	3	26-*L1-S5	F3	W,NNE blkd;brush E.Use rnwys.
(A)Orchard Park	Field now Army Installation.						
Owasco,Bonnie Brae	C	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only.E blkd.Ruf.Cattle-fld. Mtn W.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		
Painted Post,Costa's	C	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	C	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	C	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	M	3 WNW;hwy N	1555	2	21-B*L-S5	F3	NNE blkd.
Pine City,Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford,Brizee-Harmon	C	2 E;RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW, blkd;p-lines
(PC)PLATTSBURG	M	3.4 WSW;hwy N	371	3	h50-BL4	F3	SSW. Atnd wk-ends, holidays.
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd;p-line NE.
Potsdam, Damon	P	1.5 E;hwy S	460	1	20		CLOSED-wet holes.
(P)POUGHKEEPSIE, Dutchess County	M	5.5 S;crk NW	166	2	h34-*L2-S5-W	F4	Rot. bcn. 0.5 NE. Clsd ngts.
Prattsville	L	1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	M	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Clsd winters.
Rhinebeck,Cozine	L	0.5 SE;hwy NW					(ABANDONED)
Richfield Springs,Davis	L	3 SSW;hwy W	1290	1	14		P-line WSW.
Richland	C	0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 W;NW;lk NW	650	3	22-S1		P-line NNW.
Riverhead	L	4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	M	3.7 SW;riv SE	560	5	h50-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd ngts.
" Genesee	C	6 S;RR N					ABANDONED.
" Hylan	C	6 S;hwy W	525	2	26-S5	F3	P-line NW.Ctn-glider activity in opern
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca	L	1.6 W;riv N					(ABANDONED).
(PC)SARANAC LAKE	M	5.3 NW;RR NW	1654	3	h40-B*L4-S1-W	F3	clsd.
Sayville	C	2 N;rd S	50	4	30-*L1-S5	F1	ENE,WNW,blkd;p-line E. FEE. N/S strip
Schenectady, Intercity	L	3.6 SSE;RR NE	340	1	24-S5	F1	NW blkd;p-line SW.Ctn-ruf.
(NG) " -County	M	3 N;RR SE	362	3	h50-BL4-S1	F4	Svcg on request 2300-0700.
Schuylerville,Garnsey's	C	2.1 S;riv E	100	1	31-S3	F1	No sto.S blkd.Comb.opern with seaplane
Scotia,Van Valkenburg	C	3.5 W;riv W,SW	255	1	18-(S1)	(F1)	base.
Selkirk	C	0.7 W;hwy E	160	2	20		INACTIVE.P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Shelter Island,Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	P	1 N;crk S	540	1	22		
Sidney	M	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S;hill SW
Slingerlands,Tri-Village	C	1.4 NNW;crk N	215	1	17-S3	F1	No svcg Sunday. No sto.
Smithtown Branch-Smithtown	L	3 SW;hwy S	50	2	21-S3	F2	No storage.SE, NW blkd.
Spring Valley,County	C	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surdby mtns. Use rnwys.
Springville	P	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	C	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE,Hancock	M	5 NNE;rd N	419	3	h55-BL4,6-S5-W	F4	2-way rdo rqrd.New ext clsd.
" Nedrow	C	5.5 S;hwy E	520	1	21-S1	F1	NNE blkd.Open wk-ends only durg wint.
Ticonderoga	L	2.7 NNE;rd E	210	2	32		Ruf, Mtn W to NW.
Troy	M	2 SSE;hwy W	325	3	29-BL2,3-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	P	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	C	7.8 NW;hwy SW	540	aw	31-S5	F3	P-line SW. No storage.
(PC) " ONEIDA COUNTY	M	8 WNW;RR,NE,NW	742	2	h50-BL4,6-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W.Break on N/S strip.
Victor-Farmington	C	3.2 ESE;RR I SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden,Newburg-Walden	C	2.2SSW;riv W	404	2	30-*L4-S3	F3	WNW blkd.
Wallington,Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
(PC)Wallkill, Ulster County	M	3 NW;bet rivs					ABANDONED.
Warwick	C	4.5 NE;RR NW	540	2	24-S3	F1	
Waterloo	L	1 E;bet RR's	470	3	27		N, S, NW blkd;p-line SE.
(P)WATERTOWN	M	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F3	ARPT OF ENTRY. Use rnwys.
" Bradley	C	2 N;RR E	435	3	25		CLOSED. P-line W, SW.
Wellsville,Crowner	M	1 W;riv E,NE	1506	2	23-S3	F1	Skis winter.
Westport	L	2 S;hwy E	285	3	21		INACTIVE.
(NG)WHITE PLAINS,Westchester County	M	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville,Sheridan	C	2.5 NE;hwy SE	640	3	24-*L-S5	F1	Use NE/SW Strip with ctn when wet.
Wurtsboro-Mamakating	C	2 NE;RR SE	560	4	24-S5	F1	N, NW blkd;mtns ENE, S, SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Dolgeville	C	1 NE;hwy SW	930	1	15-S3	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E, S	380	1	25		Rolling.
Gloversville, Glove City	P	1.5 NE;hwy S	860	1	20		Mtns N.
Linlithgo,Webber's	C	0.8 SE	175	1	13-*L	F1	SE,NW blkd.
Weedsport,Whitford's	C	2.4 NNE;RR W	390	2	20-S3	F1	No storage. S blkd.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie-Moto	C	3.3 N;hwy W	50	1	20	(F1)	
Albemarle	C	1.5 ESE;RR SW	565	1	37-*L1-S5	F3	Rgt tfc NE.
Andrews-Murphy	C	2.2 W;hwy W	1696	1	47-S5	F3	Rgt tfc NE.
Asheboro	M	1.8 SSW;RR E	864	1	24		Closed.
(P)ASHEVILLE,Hendersonville	M	11.5 SSE;RR WNW	2103	3	h41-BL4-S5-W	F4	Rgt tfc S,SW.
" Owen's	C	2.3 SSW;riv S,E	1979	1	30-S5	F1	E,W blkd.Rgt tfc E.
(PC)Barco Flight Strip	P	2.4 W	19	1	h40		8000' strip avail.P-line SW.
(PC)BEAUFORT-Morehead City	M	1 N;riv N,W	13	3	h42-*L1-S5	F3	
Black Mountain	C	1.8 WSW;lk NW	2268	1	25-S1	F1	Rgt tfc WSW.
Bladenboro	C	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	M	4 SW	638	3	h37-*L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	M	1.5 E;hwy N,E	640	1	h36-*L1-S5	F3	
Candor	C	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach	C	2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	C	3.8 NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd.Rolling.
(PC) " Williams	M	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
Charlotte, Brockenbrough	C	6.4 N	800	2	34-*L1-S5-U	F1	P-line SSE.
" Cannon	C	3 WNW	788	3	23-*L1,3-S5	F3	P-line NW.
" Delta Air Base	C	6.7 E;RR N	750	2	28		NW blkd.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(NG)CHARLOTTE,Douglas	M	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-W	F4	Unlgtd trees in apch zone.
" Plaza	C	5 NE;RR N					(ABANDONED).
China Grove	C	2.5 E;hwy NE	750	1	21-S1		
Clinton	C	2 N;hwy E	160	1	24-S3	F1	P-lines N,S.
Concord	C	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
" Coley	L	2 SW	790	2	16		P-lines ESE, SW.
Creswell	L	0.5 N					(ABANDONED).
Draper,Tri-City	C	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	8.1 NE;riv N	310	2	26		NE blkd;p-line WNW.
Eagle Springs, Parkers	C	2 NW;RR,hwy S	700	1	36		SW blkd.N side soft.
Elizabeth City	M	4 SW	15	3	28	(F1)	
Elkin	C	3 S;hwy E	1100	2	24	F1	
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	C	1 SW;riv W	195	1	30-S1	F1	Holes N end. Rd crossing mid-point.
FAYETTEVILLE,Grannis	M	4 S;riv 2 E	188	3	h48-BL4-S5-W	F3	Usable length 4170' ngts.
Ft. Fisher	P	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	C	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.
Gastonia	M	4.5 SSE;hwy SW	800	2	h33-*L1-S5	F1	P-line SE.
" Lynwood	C	1.3 SW	820	1	h16-S3	F1	NE end ruf.P-line SW,NE.
Gibsonville, McLean Bros.	C	0.5 SW	723	1	22-S5	F1	ENE blkd.Ruf.
(AF)GOLDSBORO,Seymour Johnson		Arpt now Air Force Installation.					
Greensboro, Air Harbor	C	7 N;lk S	822	1	17-S5	F1	No storage. E end soft, Ditch E.
(A) " -HIGH POINT	M	8 WNW;hwy SW	913	2	h45-BL45&-S5-W	F4	Used by NG.
(PC)Greenville, Pitt-Greenville	M	1.8 NNW;riv W	25	3	h50-*L4-S1	F1	Ctn-pilot trng.
Hendersonville	C	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
(P)HICKORY	M	2.2 W;riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	C	2.5 SSE;RR W	900	3	18-S5	F1	SE blkd;p-line NW. NW/SE Strip unusable.
Huntersville, Cross	P	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	C	3.7 NE;RR SE	51	1	28-*L4-S5	F1	
Julian, Gilmore	L	0.6 SE;RR N	760	1	13		N blkd.
Kannapolis	C	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	C	1.7 NW;RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	C	3.5 SW;RR SE					ABANDONED.
" " Bridges	C	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)Kinston,Stalling Air Base	M	4.2 NNW	93	3	h50-BL4		AF primary contract school.Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval.Lmtd svcg facs.
" Jackson	C	3.7 SW;crk W	40	2	25		Rd SW end of strip.
Lexington	P	2.3 SW;RR W	735	1	34-S3	F2	
Liberty	C	1.2 SE					(ABANDONED).
Lillington	C	1 NNE;hwy W	210	2	20-(S1)	(F1)	E,NW blkd.
Lincolnton, Burris	L	2.2 SW;RR SE	960	1	11		(HAZARDOUS-SHORT FLD). Ruf.
" Jones	C	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	C	2 WSW;RR S	290	2	21-S3	F1	S blkd.Rolling.N/S strip ruf,short.
(P)Lumberton	M	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F3	
(PC)Manteo	M	1.3 NW;sound E	12	3	h33-*L4-S3	F3	
Marion	L	2.3 N;riv N	1211	1	18		INACTIVE.
(PC)Maxton, Laurinburg-Maxton	M	3.5 NNW;riv E	220	3	h65		
Mayodan, Mayo	C	0.8 W;hwy SW	900	1	23-*L4-S1	F1	E end soft.
Monroe, Shute	C	2 NNW;hwy SW	680	3	28-*L-S5	F2	P-lines SE,SSW,WSW.
Mooresville	C	2.5 SW;RR E	900	1	20		SE blkd. Rolling, ruf.
" Miller's	C	4.8 ENE;hwy N	875	1	18-S3	F1	E side of strip hazardous.No storage.
Morganton-Lenoir	M	7.5 NE Morganton	1253	1	33		
" Riverside	C	2 W;riv NE	1020	1	22		E blkd.
Mount Airy	C	2.2 SW	1050	2	20-*L1-(S3)	(F1)	ESE,S,WNW blkd.Ruf.
Mount Holly	C	2.8 NW;RR E	850	1	20-(S3)	(F1)	Atnd Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian	P	3 NW					(ABANDONED)
(P)NEW BERN, Simmons-Nott	M	2.5 SSE;riv N	18	2	h48-BL4-S5-W	F3	No storage.
North Wilkesboro	C	1.3 WSW;riv S	970	1	23-S5	F1	Rgt tfc ESE.
Oxford, Young	C	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth,Mayo	L	1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	C	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	C	3.3 SSW	364	3	h28-S5	F3	P-lines SE,W.
(P) " -DURHAM	M	10.5 NW;hwy NE	435	3	h45-BL4,5,6-S5-W	F4	Use hard surface-slick when wet.
Red Springs, Brooks	M	1.2 N	208	1	28		INACTIVE. SW blkd, Ruf.
Reidsville	M	3.2 SE					ABANDONED.
" Warf	C	3.8 SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	M	3 SW;hwy N	250	3	32	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	M	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	M	2.3 N;RR E	97	2	h40-BL4-S5-W	F3	
Roxboro	L	7 NE;hwy W	600	1	24		
Salisbury	M	3 SW;RR E	764	2	27-BL2-S5	F1	WNW blkd.
Selma, Myrtle	C	0.5 E;RR W	150	1	23-S3	F1	NE,SW blkd.
Shelby, Bridges	C	3.3 NE;lk W	975	1	18-S5	F1	
Shelby, Byers	C	3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	M	4.5 N;hwy W	465	2	45-B*L4-S5	F4	FEE for Mult-eng acft purchasing less than minimums amount of service.
Spindale, McDonald	C	1.2 SSE;hwy W	1000	1	18		INACTIVE. P-line S.Ctn-steep grade.
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip.Ctn-ruf.
Stanfield	C	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	M	3.6 WSW,RR ESE	991	2	37-B*L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd.Rgt tfc NNE,SSW.
Tarboro	C	2 ESE;riv NNW	50	3	30-*L1-S1	F1	P-lines NE,NNE.
Thomasville	C	3.5 ESE	860	1	14		CLOSED.
Wadesboro	M	3.7 NNE;RR W	220	2	19		Ctn-ruf.
" W & L Airways	P	3 E;RR N	370	1	30		NNW blkd.
Wallace	L	0.8 N	50	1	16		(HAZARDOUS). Ruf. Soft when wet.
(PC)Washington	M	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,29,35.
White Lake Beach	C	0.2 NW	75	2	18		INACTIVE.N,S blkd;p-lines E,W.
Whiteville	C	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	M	2.8 NNE;crk S	31	3	h70-BL4,6-S5-W	F4	Use rnwys,Rnwy 5-23 clsd-const.
(PC)Wilson	M	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	
Windsor, Spivey	M	2.3 S;hwy W	17	1	17-(S1)	(F1)	WSW blkd.
(P)WINSTON-SALEM, Smith Reynolds	M	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	C	3.5 NW;hwy E	324	1	21-S3	F1	Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hertford, Woodville	C	7.3 W;hwy S	15	3	19-Si	F1	F-lines SSE,S.
Dunn	C	2.7 N;RR E,W	215	1	25	(F1)	
Belmont	C	1.3 NE;riv E	650	1	20-(S3)	(F1)	P-line WNW. Ruf, rolling.
Elizabethtown, Fisher	C	2 SE;hwy N	120	2	34-(S1)	(91)	
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby	SEE: Westby, Montana						
Aneta	M	0.5 W NW;lk W					(ABANDONED).
Ashley,40-OMA-BIS	M	1 SE	2030	2	40-BL2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	M	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd.P-line SE.Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S,SE.
(P)BISMARCK	M	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-S5-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	M	1 N;RR W	1645	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	C	1.5 W	3000	4	40-S5	F1	P-lines N,NE,NW. Major eng rprs only.
" Miller	C	1.2 SE	3000	3	30-*L-S3	F1	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
Brantford, Linderman	C	0.5 E;RR S	1510	2	26-(S3)	(F1)	N,S blkd.
Butte, Air Valley	L	1 SW;hwy N	1785	2	18		Rolling.
Cando	M	1.5 WSW;hwy N	1482	3	27-*L1		N,ESE blkd;p-line NW.Use strips.
(PC)Carrington, Matheny	M	1.3 W;RR N	1610	3	29-(S1)	(F1)	Ruf, holes.
(PC)Cavalier	M	0.7 SSW;hwy E	889	1	21	(F1)	300'SE end unusable.
Columbus	M	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	M	1.5 SE;RR W	1428	3	26-L1-S5	F1	No storage.
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	M	0.5 N	1950	4	34-(S1)	(F1)	Rolling.
(PC)Devils Lake	M	2.5 W	1450	3	h43-B*L4-S5	F1	
" Bell	C	2 SSE	1450	4	30-*L1-S5	F3	
(P)Dickinson	M	5.8 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
Douglas, Carlson	L	0.5 SE;lk S,W					(ABANDONED).
Drake	M	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	34-(S1)	(F1)	P-lines N, NW
Dunseith	M	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	M	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	C	1 NW;hwy N	1082	2	24		CLOSED.
(NG)FARGO, Hector	M	2.9 NNW	900	3	h80-BL45&-S5-W	F4	
" Sky Ranch	C	3.7 SSW					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. ; F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(3-23-56)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			NORTH DAKOTA				
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	P	1.7 SE	1550	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	M	1.4 NNW	1080	3	26-S1	F1	
Forman	M	1 N	1200	2	21	(F1)	Rolling. NE/SW Strip short.
Garrison	M	1 ESE	1920	3	23		HAZARDOUS, Rolling.
Glen Ullin	M	1.5 WSW	2084	3	28-B*L2		E, NE blkd;trees SE.
Golva, 43, HLN-MSP	M	1.5 E	2781	2	34-BL2		
(PC)Grafton	M	1.9 ESE;RR W	820	2	25-S5	F1	
(P)GRAND FORKS INTN'L	M	2.6 WNW;RRS,	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
(PC)Hankinson	M	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,ESE,NW blkd,P-line S.
Harvey	M	1.6 N	1605	4	27	(F1)	P-lines W,SW ,NW. Use strips.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
Hettinger	M	1.2 NW;RR S	2675	4	32-S5	F1	N,NW blkd;p-line NE. Hill S. Ruf. Use strips. Ctn-apch from N,NE,NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	M	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	M	1.9 NE	1498	5	h57-BL2,6-S5-W	F4	
Kenmare	M	4 N;hwy E	1947	3	29		E blkd;p-lines N,NW.
Killdeer	M	0.1 S;hwy S, E	2100	2	19	(F1)	P-line W NW.
Kindred, Hamry	M	0.4 E	940	1	18	(F1)	
Lakota	M	1.5 SE	1515	1	22	(F1)	
Langdon	M	1 W	1608	4	20	(F1)	N blkd; p-lines NE, NW.
" Chaput	L	0.7 NE;hwy S	1600	2	26-(S1)	(F1)	S blkd. Rolling, Ctn-holes.
Lansford	M	0.5 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
Linton	M	3.4 S;hwy E	1770	1	20		Rolling-soft.
Lisbon	M	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	M	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	M	4 S;hwy W	1948	3	26		Rolling.
(PC)Mayville	M	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1880	3	26		N/S Strip short, Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	M	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld, Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Milnor	M	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	L	5.5 WSW	1840	2	38-S5	F2	No storage.
(P) " PORT O'MINOT	M	1.6 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	M	0.8 W NW;RR E	1650	3	26		P-line S,SE.
Mott, Wyman	C	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW,Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N,E.
(PC)New Rockford, Tomlinson	M	1.3 N;RR W	1533	3	37-B*L4-S5	F1	N,NE blkd; p-line SE.
Noonan	C	0.5 SE	1980	3	20-(S1)	(F1)	NE blkd,Ctn-weeds,Use strips.
" Border	C	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	L	1 SW;hwy N	1120	1	20-S5	F1	No Storage.
Oakes	M	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	C	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W. Ruf.
Parshall, Hankins	M	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips. Bcn inop after 2400.
" Miller	C	5 SE;hwy W					(ABANDONED).
Pembina	M	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	M	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY. P-line E. Rolling. Holes.
Ray	M	0.7 NNE;lk E	2160	2	21		
Rhame	L	1.5 SW	3150	aw	23-(S1)	(F1)	ESE S,WSW blkd. N/S strip ruf.
Robinson	L	1 NW;RR S	1850	4	26	F1	Rolling.
Rolette	M	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	M	1.5 N;RR SW	1818	2	24-B-S1	F1	
(PC) Rugby	M	1.9 NW;RR SW	1547	3	27-BL4-S5	F1	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish	L	1.4 W;riv E	1800	1	25		S blkd;trees N
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Selfridge	L	0.5 E;hwy N	2100	1	13		Very rolling. Ruf.
Sherwood	M	2 N;hwy E	1650	4	24		P-lines E,NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	M	0.8 W;RR NE	1492	2	27		N blkd. N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
Stanley	M	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones. Use strip. Cattle-fld.
Towner	M	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	M	2 NNE;lk E	1450	2	20-*L		
(PC)Valley City	M	1.5 NW;RR ESE	1399	4	h38-BL4-S5	F1	4600' strip avail Unlgtd fence SE;p-line S.
Van Hook	M	1.8 W;RR N	1850	3	22-(S1)	(F1)	
(PC)Wahpeton	M	1 S;RR W	966	2	27-B-S5	F1	P-line NE. No storage
(PC)Walhalla	M	1 NE;hwy W	952	3	26-*L4-S3	F1	
Warwick, Campbell	L	8.4 S	1500	3	26		

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			NORTH DAKOTA				
Washburn, 4, BIS-MOT	M	5.1 N	1906	2	40-BL2	(F1)	P-line W.
" Renner	L	1 NE;hwy W					(ABANDONED)
(PC)Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
(PC)Westhope	M	0.5 W;riv E	1494	3	20		Use strips.
Wildrose	M	0.3 S	2200	1	23		P-line W NW.
Williston, Chandler	C	3 W;RR SE	1910	2	26-S5	F1	S blkd. Unlgtd obstn NW.
" Sloulin	M	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc SSE,E,NE.
" Wright	C	2.8 N	1876	4	26-*L3-S5-U	F3	P-line SW,W. Use strips.
Wimbledon	M	0.6 SW	1470	1	26		P-line N.
Wishek	M	1.2 SE;lk SW	2035	2	34		W blkd;p-line NW.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Leeds	M	0.5 SE	1508	1	21	(F1)	
Hazen	M	2.1 E;riv WNW	1900	2	17		N blkd, Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW,SE.
			OHIO				
Aberdeen, Tyler	C	1.2 NW;riv W	500	1	22-S3	F1	
Ada	C	1.5 NNW;hwy E	945	1	19-(S1)	F1)	Atnd evenings, wk-ends. Use strip Soft wet.
(N)Akron	M	3.4 SE;RR W	1051	5	h55-BL3, 4-S5	F3	ARPT OF ENTRY. 500'SW end Rnwy 6-24 unlgtd. Use Rnwy 18R-36L at own risk.
(NG) " -CANTON	M	11 SSE;RR E	1228	3	h56-BL4,5-S4-W	F4	
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	C	3.7 N;rsvr W	1062	2	26-S5	F1	N,S,W blkd.
" Miller	C	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F1	P-lines E,SW. Rolling.
" Birtalan	C	2 ESE;hwy S	1077	1	23-S1	F1	S blkd. Ctn-bad apchs.
Archbold	C	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	3	22		P-line W, Rolling, ruf.
(PC)Athens, Ohio University	M	1.5 E;riv S	636	1	40-S3	F3	
Avon	C	3.5 ESE;rd NE	700	2	25-(S1)	(F1)	Atnd evenings, wk-ends only. NE blkd.
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston	L	3.2 WSW;rd E					(ABANDONED).
Barnesville, Bradfield	C	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E,W.
Bedford-Miles Ave.	C	2.7 NE	1080	3	17-S5	F1	SE,SW,NW blkd. Rolling.
" Sportsman	C	2.5 SSE;RR E					ABANDONED.
Bellefontaine, Tanger	C	0.6 W;RR S	1190	1	19-*L1-S5	F1	NNE blkd;p-line SSW.
Bellevue, Sherck	C	4.3 SW					(ABANDONED)
Berea, James	L	2 ESE;bet RR, hwy					(ABANDONED).
Bethel	C	1 ESE	910				ABANDONED
Birmingham, Ortner	C	2.5 SSW;riv W	830	2	21-S5	F1	P-line E. Rolling.
Bluffton	C	1.3 ESE hwys N,E	845	4	27-*L1-S1	F1	Soft when wet.
(PC)Bowling Green, University	M	1 NE;RR W	675	3	30-S5	F2	S,SW blkd. P-lines E,NE. Use rnwys.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
" Stombaugh	L	1 SSE;RR NE					(ABANDONED).
Bucyrus, Port Bucyrus	M	2 S;RR W	1000	3	26-S5	F1	NE blkd;p-line NW.
Cadiz, Tappan	C	6.5 WNW	920	1	21-(S1)	F1)	Hills E,W.
Cambridge	M	2 N;hwy E	800	2	26-L2-S1	F1	Rolling.
Canton, Martin	C	4 NNE;hwy SE	1080	4	30-S5	F3	NE,W,NW blkd;ridge SE. Rolling.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W.
Castalia, Smetzer	C	2.6 SW	690	2	28-*L1-S3-U	87	P-line W. Rolling.
Celina, Lakefield	C	5 S;hwy N	895	3	33-S5	F1	P-line N,W. Rolling
Chagrin Falls	C	3 E;hwy W	1220	4	26-S5	F1	N,NE,E,W,NW blkd. Rolling.
(PC)Chardon	M	2.8 S;lk E	1244	3	22-S3	F3	N,SE blkd;p-line NE. Rolling. Soft when wet. Use strips.
Chesapeake, Huntington	C	2 WSW;riv S	560	1	h28-L4-S5-W	F4	Stacks W.
Chillicothe, Jones	C	7.2 SE;RR SW	720	2	24-*L1-S3	F1	
" Scioto Trails	M	8.8 SSE	640	1	24		WSW blkd. Ctn-dangerous to students, high winds and tk-offs WSW-hills. Soft-wet.
" Sky Park	C	2.2 N;bridge E	635	2	29-S5	F3	S,SW blkd.
Cincinnati	C	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W,S,SW.
(P) " -Lunken	M	4.3 SE;riv SSW	488	3	h52-BL4-S5	F4	WSW blkd;p-line NNW.
" Crosley	L	11 NNE;RR E					ABANDONED
" Fernald Area A,E,C.	MG	15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	M	10.5 W;riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood	C	9.5 NNW;hwy 1 W	830	1	h22-(S5)	(F1)	E blkd. Use rnwys.
" Mt. Healthy	L	9.5 NW;hwy E	882	2	22		NE, ENE, WSW blkd. Rgt tfc SW. Ruf. Rolling.
" Watson	C	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd. Rgt tfc E.
Circleville, Elsea	C	1.6 N;RR W	700	2	17-S5	F1	SSE blkd;p-line ENE. Use ENE/WSW with ctn

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Circleville, Thomas	L	2 WSW;hwy N	665	2	26		ARPT OF ENTRY
(P)CLEVELAND-HOPKINS	M	8.5 SW;riv W	789	6	h64-BL3,4,5,7-S5-W	F3	Rnwy 5R-23L usuable lgt, acft only
" Brooklyn	C	5.5 SW	780	3	26-S5	F1	E, NE, W blkd, Soft when wet.
" -Lakefront	M	1 N	584	1	25-S3	F3	FEE. Avoid stadium. Call CLE for rdo for tfc pat. 22'unlgtd embank on E end of strip.
" Cuyahoga County	M	11.1 ENE;hwy W	855	2	30-S3-U	F3	SE,SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbus, Clickenger	C	6.2 SSE;RR E	748	3	27-S5-U	F2	P-lines N,NE,NW,SW,Ruf.
" Northway	C	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N,NE,NW.
" Ohio State University	M	8 NNW;riv W	900	2	h22-B*L4-S1-U	F3	Use strips.
(N) " PORT COLUMBUS	M	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys.
" Price	C	6 SE;bet RR's	760	2	20-*L4-S1	F1	Ruf off strips. Use rnwys. NE end-ctn.
" Sullivant Avenue	C	6 WSW	860	4	31-*L1-S5	F3	N,NE,NW blkd;p-line E.Exten ruf.Use lgts
Copley, Gibson	C	1.5 S;hwy E	1000	2	24-S3	F1	P-line E;windmill SE. Rolling.
Crooksville	P	2.5 S bet hwy,crk	760	1	13		N blkd.
(NG)DAYTON	M	9.5 N;nwy E	1008	4	h55-BL4-6-S5-W	F4	At rgt when wet use rnwys, P-line SE.
" Dahlo	C	8.5 W;hwy S	925	3	32-S5	F1	S,SW,W blkd.
" Neff	C	6 SW	720	3	17-S3	F1	
" South Dayton	C	5 SSW	754	4	h25-S1	F3	NW,SW blkd. Rgt tfc S,SE, SW. 3100' strip avail. Ruf.
(PC)Defiance, Bryan-Defiance Memorial	M	5.2 NW;riv E	707	3	h30-*L4-S5-U	F3	4000' strip avail,S blkd. Use strips,P-line S.
Delaware	M	2.6 SW;RR N	960	3	25-S1	F1	h1600' rnwy avail on E/W Strip.Ctn-ditches.
Delta	C	1 SE;RR N	711	1	24-*L1-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool,Leslie	C	7.5 NNW;crk S	990	1	22-S3		
" Swaney	P	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	P	2.6 WNW;RR N	1100	1	26		Lnd at own risk. N blkd, Rolling.
Elmore, Haar	C	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only, P-lines E, W.
Elyria	C	1.5 SSW;RR NW	745	3	26-S3	F1	SE blkd;p-line S.
Findlay	C	1.5 SSW;hwy NW	800	2	h40-B*L4-S5-W	F3	S blkd,Rgt tfc E.Use rnwys.
Fostoria,Snyder	C	1.5 ENE;RR S	762	2	24-*L1-S3	F3	W blkd. Soft when wet.
Fremont, Slager	C	2 NW;RR SW	630	3	27-*L4-S5	F1	E,NE,SW blkd,P-line N.
Galion	C	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
" -Crestline	M	3.4 ENE;RR SE	1220	2	h20-*L1-S5	F1	Soft when wet,Use rnwys.
(PC)Gallipolis, Holzer	C	1.8 ENE;riv S	563	1	22-S1	F1	Use strip.
Galloway, Cardosi	C	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	C	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Welker	P	2.1 SE;crk N	740	1	16		Ctn-ruts.Use strip.
Greenville, Lansdowne	C	2 ESE;RR N	1028	2	18-S5	F1	P-line N, N/S Strip ruf.
" Treaty City	C	1.5 NNE,bet hwys	1081	4	28-*L1-S5	F1	Wblkd,Rolling.2800'E/W Strip under const, usable -dry, E blkd.
Grove City,Reaver	C	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	C	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	C	2.5 SE;RR S	631	2	38-*L1-S5	F3	P-lines S,NW
" North Hamilton	L	4.5 NNE;RR W	620	1	23		P-line SSW.
Harrison	C	2 ESE,hwy SW	582	2	26-S1	F1	S blkd.
Hiram, Farview	C	1.3 SW;RR S	1300	1	18-(S5)		No sto.Acft rprs only.Rolling.
Hudson, Mid City	C	2 S	1080	3	31-*L-S1	F1	NE,SW blkd.Rolling.Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson,Shumate	L	8 SSE;RR NE	720	1	22		
Jackson Center, Korn	C	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	C	0.5 N,RR E	900	2	20-*L4-S5-U	F1	1800'E/W strip for ngt operns.E blkd. Use strips.
Kelleys Island	M	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	M	2.8 W;hwy S	1120	3	33-S5-U	F1	S, W blkd. Rolling.
Lake Milton, Milton	L	0.4 W;lk W	980	2	17		E blkd.Ruf,rolling.
Lancaster,Anchor Hocking	C	4.6 NW;hwy W	850	1	h38-L4-S3	F3	Trees E,p-line W.
LeRoy, Westfield	C	1.2 SSE;RR SW	1030	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	C	4 WNW;RR NE	830	2	h35-B*L4-S5-U	F3	N blkd;p-line S. Strip soft-wet.
Lodi	C	2.2 NE;hwy W	1135	2	26		CLOSED. Rolling.
Logan	L	0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	C	2 WSW;RR N	610	2	29-S3	F1	NE,SE blkd.
" -Sky Port	C	1.5 WSW;RR N	610	2	29-S3	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	C	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	C	1 NE;RR N-E	1160	1	22-S5	F1	ENE blkd.
Macedonia, Miller	L	2 NNE;RR E	1152	aw	26		SE,NW blkd;p-line SW.Rolling.
Magnolia	C	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	M	4 N,RR F	1296	4	h68-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnwys, strip.
" Gage	L	4.5 W;RR S	1360	2	13		E,W blkd,Rolling.
Marietta	C	1.8 ESE;RR S	616	2	28-S1	F1	NE blkd. Flooded wet weather.
MARION	M	4 ENE;RR S	991	3	h43-BL4-S5	F4	Use rnwys.
" -County	C	5.6 NE;hwy E	1000	2	35-*L3,4-S5-U	F1	N,NE blkd.Lnd SW only at ngt.S end rolling.
" Millers	P	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Marysville	C	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	C	4.2 S;hwy E	850	4	24-S1	F1	E,NE,S W blkd, Rolling.
Massillon, Noble	P	4.5 NNE					ABANDONED.
McComb	C	0.8 SSW;RR N	780	1	16-S1	F1	
Medina,Pritchard	C	3 WNW;hwy N	1060	2	23-S1	(F1)	P-line NE,S.Soft-wet.Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd.Ruf.
(PC)Middletown	M	1.5 N;riv N	647	3	46-BL4-S5-U	F3	Rgt tfc S,SW,W.
Millersburg, Briar Hill	C	1 S;RR W	810	1	21-S1	F1	Rgt tfc S.Unusable when wet.Hill S:p-line N.
Minford, Enore	C	2 SE;riv S	670	2	24-S5	F1	P-line N,S. Rolling.
Mingo Junction,Grantonic	C	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	C	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;p-line NE. Ctn when wet.
(PC)Mt.Vernon,Wynkoop	C	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd,Rolling.
Napoleon	C	1 N;RR SW	680	1	19-(S5)	(F1)	W blkd;p-line E. Rgt tfc W.
" Winters	P	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft - wet.
Nelsonville, Elm Rock	P	3.3 SE	670	1	14		Rolling.
Nevada, Coons	C	0.6 NNE;RR S	940	1	19-S1	F1	
Newark	M	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only, S blkd.
New Holland,Tri-County	L	3 ESE;RR N	850	2	18		Rolling.
New Lexington	C	1.5 S	1052	2	18-S3	F1	Narrow at intsxn of strips.
New Paris,New Westville	C	2.8 S;RR S	1180	3	21-S5	F1	E, NE, SE, NW blkd.
(PC) NEW PHILADELPHIA	M	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N,NW,S,WNW.
Newton Falls	C	2 SW;RR E	950	1	22-(S1)	(F1)	Rolling.
North Bass Island,Isle of St. George	L	NW corner of Island	590	2	26		E blkd. FEE.
North Creek, Hiltner	C	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,N,S Strip soft-wet. Strip clsd.
Northfield-Sky Haven	C	1.9 SSE;hwy W	985	2	24-S1	F1	E,W,SW blkd,Rgt tfc W.Soft-wet, NE/SW
" Welcome	C	2.5 SSE;hwy W	1040	4	24-S3	F1	NNW,SE,SSE,SSW blkd, P-line W.Use strips.
North Kingsville, Stout	C	1 E;bet RR's	710	3	30-(S3)	(F1)	SE blkd;p-line N.No storage.
North Lima, Elser	C	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	C	2.8 WNW	1165	2	23-S1	F1	N,SSE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E,W blkd.
North Ridgeville,Strauss	C	2.5 ESE;hwy S	780	2	26-*L1-S3	F1	Acft parked N end N/S strip.Use strips.P line S;house N.Soft-wet.
Norwalk Arpk	C	2 NNE;RR W	690	3	28-S1	F1	S,SW blkd.
Oakhill, Swann	C	1.2 ENE;RR W	800	2	20-S1	F1	Rolling.
Oberlin	C	4 W;RR S	845	2	21-(S1)	(F1)	Atnd wk-ends. N blkd. Soft when wet.
Olmsted Falls	C	2 W;RR N	790	2	25-S3	F1	N blkd.
Ottawa, Putnam	C	1.7 ENE;hwy S					(ABANDONED)
(PC)Oxford, Miami University	M	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd, Soft-wet.
Paulding	C	2.3 NE;crk S	720	2	23-S3	F1	S blkd.Soft-wet.Ctn-cultivation.
Perry	L	2.3 NE;hwy N	692	3	25		
Piqua	C	4 W NW;hwy S	1000	2	26-*L1-S5	F1	P-line S. Rolling.
Plain City	C	0.5 WSW;RR N	935	1	21-*L4-S1	F1	P-line W.
(PC)Port Clinton, Peninsular	M	3.5 E;hwy N	587	2	36-BL2-S1	F1	E blkd;p-line N.Caution-ruf.
Portsmouth, Raven Rock	C	3.5 WSW;riv SE	535	1	22-BL2-(S1)	(F1)	Rgt tfc NE.
Put-In-Bay	P	1.2 SSW on SE side of island	590	2	15		NW blkd,NE end Soft-wet.FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	C	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	C	2.1 W;hwy N	1280	2	20-L4-S3	F1	
Richwood, Grindell	C	3.5 W;hwy S	985	1	17-(S1)	(F1)	
Rushsylvania, Port Core	C	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	C	2.9 E;hwy N	1030	3	27-S1	F1	N, E blkd.
St. Clairsville,Alderman	C	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	C	3.9 SSE;RR W	620	2	27-S5	F1	ENE,SW,WSW blkd.
" Inc.	C	2.8 E;RR S	574	3	30-S5-U	F3	P-lines S,SE. ARPT OF ENTRY.
Shelby-Airstrip	L	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	C	1.1 SSE	1034	5	24-S5	F3	SE,SW,W,NW blkd.
(PC)SPRINGFIELD	M	5.5 S;bet hwys	1049	3	h55-BL3,4-S3	F3	Use rnwys.
" Crabill	C	2.5 SE;RR E					ABANDONED
Steubenville,R.G.P.Coal Co	P	4.5 W;hwy N	1160	1	32		Caution-loose slag.Use stripe.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Tallmadge, Willow Creek	C	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	C	1.9 N;hwy E	750	1	26-S1	F1	E blkd.
Tiltonsville, Scott	C	1.5 SSW;riv S	650	1	27-S3	F1	Code bcn. 2130 to 0730.
(P)TOLEDO	M	8.2 SSE,RR NE	622	3	h42-BL3,4-S5-W	F4	P-line SW,W;chimney SE. Fuel unavail
" Franklin	P	4.5 WNW	645	4	32		CLOSED.E,NE,NNE,NW,SE,SSW blkd.Use
" National	C	4.1 NNE	595	5	38-*L1-S5	F3	E, NE, S, SW, W blkd. Lt at own risk.
Toronto,Dyer	P	1.5 NW	1050	2	22		NE/SW Strip clsd-stumps.Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	C	1.8 N	845	2	20-S5	F1	W and S ends strips low.
Urbana, Grimes	M	1.5 N;RR W	1055	3	35-BL4-S5-U	F3	
Van Wert	M	1 WSW;hwy S	788	2	h20-S5	F3	N/S rnwy clsd,Soft-wet.
Venice,Fernald USAEC	M	1.7 WSW;RR ISW					(ABANDONED).
Warren, Hall	L	3.5 ENE	900	1	26		CLOSED. E blkd.
" Lyon	C	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	C	2.5 E;RR N	750	1	30-S5	F1	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Waynesville, Sky Center	C	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington	C	0.5 N					(ABANDONED)
Wellston	C	3.3 S	710	1	24-S1	F1	S blkd.
West Milton, Lehman	L	2.5 W; crk W					(ABANDONED)
Weston, Williams	L	2.5 NNW					(ABANDONED)
Willard	C	1.2 S; hwy N	960	2	22-S5	F1	P-lines S, W. Rolling.
Willoughby	C	1.2 E					(ABANDONED)
" Euclid Ave	C	1.5 WSW; RR N	640	2	25		P-line NE. Soft-wet.
" Lost Nation	C	3 N; lk NW	626	4	34-B*L3,4-S5-U	F3	S, SW, W, NW blkd.
Woodsfield	M	1 W; hwy E	1220	1	19-(S1)	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC) Wooster	M	3 NNE; hwy SE	1150	4	32-*L1-S5	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	M	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
Xenia, Port Xenia	C	3.5 E; RR S	1050	1	20-S3	F1	P-line E.
(AF) YOUNGSTOWN	M	1L1 N; hwy E,S	1196	4	h75-BL4,7-S5-W	F1	2-way rdo rqrd.
" Austintown	C	5.7 WSW; hwy N	1175	2	31-S5-U	F3	E, W blkd. Rolling.
" Bird	M	2.6 NE; RR W	1057	3	23-*L-S5	F3	NE, W blkd; p-line E. Ruf. Rolling.
" Boardman	C	5 SSW; hwy N	1072	2	25-S5	F1	No take-off E. Soft when wet.
" Watson	C	3.8 E; lk S	1092	3	32-S1	F3	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	M	1 SSW; RR NNW	705	1	22		Hill SW.
(P) ZANESVILLE	M	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
" Briggs	C	6.4 NNE; riv W	780	2	18-S1	F1	E, S blkd; p-line N. Rolling. ruf.
→ " Commerce	C	6.5 N; riv E					(ABANDONED).
NEW AIRPORTS (or airports out of alphabetical alignment)							
Chatham, Spafford's	P	0.5 S	1053	1	16		SSE blkd. Rolling.
Warren, Skeet's	C	6 WNW; hwy 1 NE	910	1	26-*L4-(S1)	(F1)	N blkd.
Columbus, Darby Dan	P	11.3 W	935	1	h37-*L4		Use rnwy.
Fremont, Wagner	L	3.5 W; hwy N	650	1	26		N blkd. Ruf.
Salem, H-B	C	3.3 N; hwy E	1160	1	20-S1	F1	E blkd.
OKLAHOMA							
(PC) ADA	M	2 N; hwy W	1008	3	h50-BL2,4-S5	F3	Ruf.
" Myers	P	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
Afton, Monkey Island	C	7.8 SE; lk E	750	1	26-S1	F1	Rough.
(AF) Altus #1		Arpt now Air Force installation.					
Alva	M	1.8 SSW; hwy E	1470	2	h24-B*L4-S3	87	
Anadarko	M	1.5 SW; hwy N	1286	1	26-(S3)		
Ardmore 10, FTW-ICT	M	9.2 N; hwy E	875	4	h40-BL2-S5-W	F3	Ctn-hvy acft, soft.
" Lake Murray State Park	M	1.2 SE; rd E	840	1	20		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	M	0.5 N; hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	M	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville	C	4 E; hwy 2 S					(ABANDONED)
" Hi-Way	C	3 NE; RR SE	680	4	28-*L4-S5	F1	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	M	1.7 WNW; hwy S	715	2	h46-BL4-S1-W	F4	
Beaver City	M	1 SSW; hwy E	2500	3	25		P-line SE. Ruf. Rd on strips. Soft-wet.
Blackwell	M	1.7 W; hwy N	1059	3	31-BL2,3-S5	F1	P-lines N, NE.
" Mauk's	C	2.7 S; hwy E	987	2	24-*L1-S5-U	F1	W blkd; p-line E.
Boise City	M	3 N; hwy W	4200	2	24		Soft when wet.
(PC) Bristow	M	1.3 WNW; lk SE	878	1	h18		
Buffalo	C	0.6 NW	1965	3	22-(S4)	F1	P-lines N, S, SE.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff	C	4.1 SSE; hwy 1 S					(ABANDONED).
Canton	M	2.3 NNW; lk E,N	1660	1	24		
Chattanooga	M	4 SSW; hwy E	1140	3	h45		
(PC) Chickasha	M	4 NNW; riv S	1140	1	h38-S5	F3	Use rnwy when wet.
Claremore, Will Rogers	M	1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
Clinton	M	2.7 NE; RR W	1610	3	32-S5	F1	
(PC) " -Sherman, 14, AMA-STL	M	17 SW; hwy 2 E	1932	4	h65		CLOSED.
Colbert, Burns Run	M	4.3 W; lk W	634	1	22		Erosions.
(PC) Cordell	M	1 E; hwy S	1530	3	22-*L4-S3	F1	
(PC) Cushing	M	2 S; RR E	913	4	h52-B*L4-S5	87	
Davis, Flying L Ranch	P	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
→ Duncan, Halliburton	M	2 S; RR E	1125	3	h40-BL4-U	F3	SW blkd; p-line NE, NW. Use N/S Rnwy when wet. (6500' strip avail)
(PC) DURANT, Eaker	M	3.2 SSW; RR 1 E	703	3	h50-*L4-S1	F3	
(PC) Elk City	M	1.5 NE; hwy S	1980	3	h23		
Elmore City, Henninger	L	5 N; rd N	1100	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
El Reno	C	1.5 SW; rd E	1400	2	26-*L4-S5	F1	E blkd.
(PC) " Mustang	M	5.3 SSW	1400	2	39-S5	F1	E/W strip ruf.
Enid, North	P	3.8 N; hwy W	1265	1	24		
(AF) " WOODRING	M	5 ESE; RR N	1159	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	M	1.4 SW; RR N	2017	4	25		P-line N. Ruf. Soft-wet.
Fairview, Fair-View	C	1.3 NNE; RR W	1300	2	25-BL4-S3	F1	P-line W.
(PC) Frederick	M	2.5 SSE; RR N	1233	4	h60-S3	F3	
(P) Gage, 13, AMA-MKC	M	1.8 SW; RR NW	2225	2	h54-BL4-(S4)-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC) Grandfield	M	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC) Guthrie	M	2 SSE; RR N	1074	2	28-B*L4-S5	F1	
(PC) Guymon	M	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3200	2	26		P-line SSW
Hartshorne	M	1 NNW; RR S					(ABANDONED)
" Cross-Ti	P	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade	L	1.3 E; crk N	800	1	24		
Heavener	M	2 N; RR W					(ABANDONED)
(P) Hobart	M	3.8 SE; hwy W	1562	3	h53-L4-S3-W	F3	
" Hunter's	C	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N, E/W Strip soft when wet.
(PC) HOLDENVILLE	M	1.2 WNW; hwy S	864	2	h32-B*L4-S1	F3	Use rnwys.
Hollis	L	1 N; hwy E	1720	1	22		Soft when wet.
Hominy	M	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	P	3 SW; RR E	2985	1	26		S blkd. Cattle-fld.
Hugo, Weddington	P	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
(PC) Idabel	C	1.3 NW; RR E	500	2	32-(S1)	(F1)	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
Kingfisher	C	1.3 NW; RR E	1060	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	M	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
Laverne, Shepherd	L	2.5 SSW; hwy E	2100	1	26		
LAWTON	M	2.3 SSW; hwy E	1108	3	h47-BL4-S5-U	F1	
" Lake Lawtonka	M	11.5 NNW; lk W	1360	1	23		Ruf, Mtn S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell	L	0.8 WSW Lexington	1100	1	21		N blkd.
Lindsay	L	0.3 E; RR N Ilon					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	25-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	M	1.6 N; hwy E,S	1565	3	25-S5	F1	Ruf.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P) McALESTER, (New)	M	4 SSW; RR W	770	1	h40-BL4-S5-W	F1	Lgts on req. after 2100. Use rnwys.
(PC) Medford	M	1.2 SW; RR SE	1090	3	24-S3	F1	No storage. Use rnwys.
(PC) MIAMI	M	2.2 NNW; RR E	811	2	h40-L4-S5	F1	Lgts on dusk to 2030 prior req other hrs.
→ Moore, Southside	C	0.6 NE; hwy W					(ABANDONED).
(PC) MUSKOGEE, Davis	M	6.4 S; hwy W	610	3	h57-B*L4		
" Hatbox	M	2.7 W; RR S	623	2	h38-B-S5	F3	
Newkirk-Skypark	M	2.5 SE; lk SW	1140	1	31		N blkd.
Norman, Goldsby	M	4.5 SSW; hwy W	1165	aw	h18		
" Noble	P	3 SE; RR hwy SW	1170	1	24		Ruf.
(P) NORMAN, Westheimer	M	2.7 NW; RR E	1187	4	h58-*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	M	1.6 NNE; hwy W	600	2	26		Soft when wet. P-line W.
(PC) Okeene	M	0.7 SE; hwy N	1205	1	22		P-line N. Soft-wet.
Okemah	M	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
Oklahoma City, Downtown	C	2 SW; hwy E	1180	2	h34-L4-S5-U	F4	
" Kahle	C	7.3 S; hwy W	1250	2	24-S5	F1	
(NG) " WILL ROGERS	M	7 SW; hwy E	1283	4	h74-BL4,6,7-S5-W	F4	
" Wiley Post	C	7.9 NNW; lk W	1216	4	32-S5	F3	P-lines E, NE.
" Tulakes	M	8 WNW	1302	2	h43-BL4-S5-U	F3	
(PC) OKMULGEE	M	3 NNE; hwy W	715	3	h43-B*L4-S5	F1	
(PC) Olustee	M	2.3 S	1370	3	h45-(S1)		
(PC) Pauls Valley	M	2.1 S; hwy E	967	2	h35-B-S1	F1	Use rnwys.
Pawhuska	M	3.8 W; hwy S	1000	3	37	(F1)	P-lines SSE, S.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P) PONCA CITY	M	2 NNW; RR S	1014	2	h48-BL4-S5-W	F4	Rnwy 2-20 closed.
(PC) Pond Creek	M	0.5 SW; hwy N	1065	1	23-(S1)	(F1)	P-line N.
(PC) Poteau	M	1.5 SSW; hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
Sand Springs, Sims	L	5 NW; lk NE	750	1	27	F1	P-line S.
Sapulpa	M	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC) Sayre	M	8.5 SSW; hwy E	1937	1	h50		
" Archer	L	2.3 N; hwy W	1990	1	21-S5		No storage. Rolling.
(PC) Seminole	M	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel	M	0.8 SSW; RR W	1600	1	16		Ruf.
(PC) SHAWNEE	M	2 NW; RR SW	1080	3	h42-B*L4-S5	F1	Rgt tfc rnwys 13, 17, 21.
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC) Stillwater, Searcy	M	3.2 NNW; lk WSW	985	3	h50-B*L4-S5-U	F3	
Stilwell	L	1.4 N; RR W					(ABANDONED)
Stroud	M	3 N; hwy W	883	2	26-BL2		W blkd. Ruf.
Sulphur	M	1.5 NW; hwy S,E	1060	3	26		Ctn when wet. P-line S.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
Tahlequah	M	2 WNW;hwy S	870	2	h22-L4-U	F1	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	M	4.1 SSW	1300	2	36		P-lines N, E.
Tishomingo	M	2.6 S;lk S, W	640	1	28		Ruf,erosion, Gopher holes.
(NG)TULSA	M	6.2 NE;RR S	674	6	h100-BL4-S5-W	F4	
" Brown	C	6 SE;hwy S	755	4	31-*L4-S5-U	F4	
" 15th Street	C	4 E;rd N					(ABANDONED).
" Stebbins	C	6 N;lk SE	650	4	24-S3	F1	P-lines SSW,S
" Cherokee	C	5.4 SE;hwy N	731	3	h30-S5-U	F3	Use rnwys.
" -North	P	4.5 NNW;RR E	725	3	21		P-lines S,SE,SW,Rolling.
" Young	C	8.8 E;hwy N	750	4	24-S5	87	Rgt tfc strip 8.
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	M	0.7 SW	2265	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet, Cattle on fld.
Watonga	C	1.2 NW,hwy S	1460	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE;RR SE	1500	1	17		Cattle on fld, Ctn-wet.
Weatherford	M	2.7 ENE;hwy S	1550	2	23		Ruf.
Woodward	M	1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2040	1	20		Cattle on fld.
(PC) " W. WOODWARD	M	7 W;hwy SE	2187	3	h55-B*L4-S5	F1	
Yukon, Cimarron	M	4 WSW;hwy N	1350	4	41		
" Lakeview	L	2.7 E;hwy S	1275	2	20		P-line S, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	M	1.7 E;RR NW	600	1	24		P-line S,
Wilburton	M	2.5 WSW;RR S	675	1	23		P-line SSW,
Altus	M	4.2 N,RR W	1426	3	31-L4-S1	87	P-line SE, SW. Soft-wet.
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
OREGON							
(PC)Albany	M	2.5 E;hwy NW	220	2	23-*L4-S5	F2	Ctn-loose gravel,low spots,Trees N,NE,S.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn. P-line SW.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld,Fence W & E side.
Arlington	M	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1890	1	26-(S5)	(F2)	Ctn-vegetation,Use strip,P-line SE.
(PC)ASTORIA, Clatsop	M	3 SW;riv E	9	3	h58-BL4-S5	F3	Use rnwys.
Athena, Barrett	L	0.6 NW;RR N, E	1746	1	14		E side of strip blkd on N end,Ruf.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	M	4.3 NNE;hwy W	3368	3	h58-BL4-S5-W	F3	
" -Skycourt	C	4.8 NNW;hwy W	3350	2	23	F2	Slick when wet, Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	P	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD), Holes.
Beaver Marsh, 73, RIV-DLS	M	1 SSW;hwy E	4630	1	54		CLOSED-SNOW.
Beaverton, Bernard	C	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	M	5.5 ENE;rd N	3453	2	h38-L4-S5	F3	NW end NW/SE strip ruf.
Big Lake	C	16 W NW Sisters	4690	1	30		Ruf.
Bly	P	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE,Soft,unusable when wet,Cattle on fld,Holes.
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE,Cattle-fld,Ctn-ruf.
(PC)Burns	M	5.1 E;rd S	4141	2	h51-S3	F2	No storage.
" Davis	L	1.5 SW;hwys SE					ABANDONED.
Camas Valley, Ramona Prk	L	1.4 SW	1100	1	18		P-line E.
(PC)Cascade Locks-Stevenson	M	0.7 NE;hwy S	158	1	17		Rgt tfc WSW. Fence W end of strip. Soft when wet.
Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	42	F3	Open July - Oct. 1.
Chiloquin	M	0.8 W	4188	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	M	1 NE;RR W	2910	2	18		Ruf,Use strips,Soft off gravel when wet,SE blkd.
(PC)CORVALLIS	M	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction	L	1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	C	10 ENE	3600	1	25		CLOSED Nov-May,SE blkd;ridge NW, Ind to SE;tk-off NW. Soft when wet.
Crescent Lake, Odell Lake	M	2.2 NNE;hwy E	4845	1	39		NW blkd.
Creswell, B & H	C	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N;hwy E	372	1	19		P-line WSW, Use strip.
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	M	3.8 WSW;ocean	214	1	h51		
Elgin	P	0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	C	0.6 N;hwy SW	3800	1	22	F2	Soft when wet,Ruf.
Eugene	M	1.6 SW	420	1	h23-S5	F3	Clsd acft over 10,000 lbs.
" MAHLON SWEET	M	8 NW;hwy E	365	3	h52-BL4,5-W		

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	M	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	C	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	C	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	M	1.6 N;hwy E	1050	1	27-S5	F3	Lnd to N;tk-off to S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds,ruf,rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE,Hill SSW,Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld,Vegetation.
Harper	M	1.5 WNW	3000	1	32		Ruf, Soft when wet.
Harrisburg	C	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	M	1.7 SE;hwy W	635	1	26	F2	
Hillsboro	M	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	Shoulders soft when wet.
(PC)Hood River-County	M	2.8 SSW;riv E	631	1	19-S5	F2	No Storage.
Idanha, Stantiam Junction	M	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	L	1 SSW;hwy E	3690	2	45		Use at own risk,Cattle-fld,Soft-wet. P-line S.
(PC)Joseph	M	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S,SE,Cattle-fld,Soft-wet,400' NW end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4160	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS, Klamath	M	4.9 SSE,RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	M	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf, Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS Soft,unusable-wet.
Lakeside	M	0.3 NW;RR S	20	1	32-(S1)	(F2)	S blkd. Ruf. Use with ctn.
(PC)Lakeview	M	3.5 SW	4728	2	h53-BL4-S3	F2	
Lapine, Stearns	M	13.6 NNE;riv SW	4170	1	33		Rgt tfc lndgs N or S. Ctn-tall grass.
Lebanon	C	1.3 SW;rd N, S	340	1	35-S5	F3	N blkd. Soft when wet.
Lexington	M	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	M	2 NW	2432	4	h88-B*L1-S5	F2	Req elec ear;inop in high winds.
Malin	L	1 SE;RR W	4050	3	30		S,SSE blkd;p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE. Lnd from W;tk-off to W.
(PC)McMinnville	M	3.1 ESE;rd SE	158	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk,Soft-wet,Ruf. Sheep on fld May-Oct.
(P)MEDFORD	M	3.5 N,RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	C	1.3 NE	158	1	17-S1	F2	Ctn hvy acft - wet. P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS Use at own risk,SSE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends,SW blkd;p-line NE,Ruf.
Myrtle Creek, Tri-City	C	4 SW;RR N, W					(ABANDONED)
Newberg, Sportsman	C	1 ESE;riv SW	173	1	22-*L1-S1	F2	Rgt tfc N.
(PC)Newport	M	4 S;hwy W	160	2	h51-L4-S1-U	F3	Ctn-elec. fence W edge NE/SW Rnwy and, S side S Taxiway. Stock on fld.
(P)NORTH BEND	M	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
Nyssa	M	0.5 E	2200	1	27-S1	F1	
(P)ONTARIO	M	2.5 W;hwy E	2190	2	h45-BL2,4-S5-W	F4	
Oregon City, Sky Park	C	3 SE;hwy W	500	1	24		CLOSED,P-line S.
Pacific City	M	0.2 S	5	1	14-(S5)	(F2)	Ctn-floods wints. Ruf. No sto.
Paisley	L	1 NNE;hwy W	4500	1	31		Cattle on fld.
(P)PENDLETON	M	2.9 WNW;RR S	1493	3	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft,Ctn-fence E.
" -Airways	C	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk,Cattle-fld.
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE,SW,Ctn-floods,Ditch side of strip.
(AF,NG) " -INTERNATIONAL	M	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo req'd or by prior req.
" R. O. K.	C	8.1 ESE;RR S	285	1	24		E, W blkd.
" Skylife	C	5.8 E;RR N	243	1	24-*L1-S5	F2	Rgt tfc W. Ruf.
" Trohs Skyport	C	6.3 ESE	250	2	26-*L1-S5	F2	Ctn-25' NE/SW strip unusable-rocks
Prineville	M	2.9 SW;hwy SE	3237	2	36-L1-S5	F2	
(P)REDMOND, Roberts	M	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	M	1.5 NNW;RR E	524	1	h46-BL4-S5-W	F2	Unlgtd pole SE;hill N;p-line S. Avoid hospital SW.
" Felt	C	3 W NW,riv SE	500	1	19-S5	F2	
(N)SALEM, McNary	M	2.2 SSE;RR SW	207	2	h55-BL4-S5-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34. these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	M	1.1 NE;RR,hwy W	55	1	h40-*L1-(S1)	(F3)	Svcg fuel by prior req wk-days.
Seneca	L	0.7 N;riv SW	4660	2	15		INACTIVE. Ruf, Soft-wet, Hill SSE.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE,Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E,NE.
Springfield	C	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet,Use center of strip.
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.

F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OREGON							
← Sutherlin-Valley	C	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	C	2 E;RR,hwy N	650	1	25-S5	F3	W blkd, Lgt act'd when wet. Major engr prs only.
(P)THE DALLES	M	1.7 ENE;riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	M	1.4 E;hwy N	55	1	21		Lnd at own risk. Rgt tfc W NW. Brush ESE.
(N) " -Coastway #2	M	3 SE;riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lake	3300	1	24		Rolling
Troutdale	M	1 NW;riv E	36	1	h46-BL2-S5	F3	
Ukiah	L	1 NW;hwy W	3400	2	16		
Vale Strip	M	1.5 SSW;river E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flgt.	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa,Sasser Flgt Strip	M	1.4S;RR NE	3200	1	23		weeds.
Wasco	L	0.4 E;RR SW	1420	1	22		Lnd E,tk-off W-grade.Dangerous ruts,
Woodburn	C	2.8 WNW;RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S;RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet, Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Brookings,Crissey State Line	M	5 SE;Ocean W	16	1	17		Ruf,
Lapine	M	2.5 SSW;hwy ESE	4250	1	25		P-line N.Soft when wet.
PENNSYLVANIA							
(P)ALLENTOWN-Bethlehem-Easton	M	4.6 NNE;RR W	392	3	h50-BL2,3,4-S5-W	F4	Use rnwys.
" Convair	M	2.3 SSW	398	2	h39		Mtn SE.
(PC)Altoona, Peterson	C	10.7 NNE;RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	C	2.8 WSW	320	3	25-L4-S5-U	F3	
Andreas, East Penn	C	1.5 NE;crk S	685	3	14-S3	F1	Hill N.
Annville, Millard	C	1.5 SW;hwy N	480	2	h31-*L3,4-S5-U	F3	
Beaver Falls, Patterson Hgts	C	1.5 S;riv NE	1082	1	27-S3	F1	Rgt tfc S.
Beaver Meadows, Green Acres	C	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd;p-line E.
Bedford	C	5.3 N;RR N	1100	2	18-S5	F2	
Bellefonte,Spring Township	C	4.3 ESE;hwy S					ABANDONED.
Berwick	C	2.2 ENE	620	2	21-S3	F1	E blkd;p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	C	1.7 ENE;hwy S	582	1	30-S5-U	F1	
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	M	0.8 ESE;riv S	478	1	33-BL2,3-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	C	2.3 WSW;hwy N	1490	1	20-(S3)	(F1)	
(PC) " -McKEAN COUNTY	M	11 S;RR SW	2142	2	h45-BL4-S3	F3	Use rnwys.
Bristol, 3 M	C	2 N;riv SE	35	2	h38-*L1-S3	F3	Ctn-hi tension twr W NW.
Brookville,45ACHI-LGA	M	2 WSW;RR E	1416	1	22-BL2-W		
Butler	C	2.8 WNW;hwy adj	1340	3	27-S5	F3	ESE, WNW blkd;p-line S E.Rgt tfc tk-off W to avoid hospital. Rolling.
← " Graham	C	6.2 SSW;crk NW	1248	2	h40-B*L1-S5-U	F4	
Campbelltown, Reigle	C	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Canadensis, Barrett	L	1.8 N	1450	2	20-(S1)	Clsd	-vegetation,hazardous ruts,NNE,SSE blkd.
Chambersburg	C	1.2 SE;RR S					(ABANDONED).
" Sunset	C	3.5 NNE;RR NW	670	3	24-S3	F1	W blkd;p-lines E, NNE.
Chester, Benedict	C	6.5 W	400	2	21-*L1-S3	F1	
" Buckman	C	2.3 WSW;riv SE	90	3	18		CLOSED.
Clarion, Cramer	C	1 ENE;riv N					(ABANDONED)
Clearfield	M	1.5 WSW;RR SE	1220	2	21-S3	F1	E blkd;p-line NE,Rgt tfc E,NE,SE,Ruf,
Clifford, Carbondale-Clifford	C	1 E	1400	3	22-S3	F1	S end W NW/ESE strip unusable.P-line ESE
Coatesville	C	2.4 W;RR S	623	2	25-B-S3	F1	ENE,NW blkd.Soft when wet.
Collegeville,Perkiomen Valley	C	1.5 NE	280	2	27-S5	F1	E,NE blkd.
Conneaut Lake	C	1.7 SW;RR 1 S	1250	2	18-S3	F1	SE blkd.
(PC)CONNELLSVILLE	M	5.2 SW;hwy E	1250	3	h34-BL4-S5	F3	
Conway-Pittsburgh	C	0.4 NE;RR W	950	3	19-*L1-S5	F1	
← Corry,Port Lawrence	C	1.2S;RR N	1745	3	22-(S1)	(F1)	Closed-winters.
Coudersport, Potato City	C	7.5 ESE;hwy N	2480	2	19		INACTIVE.
Cresson	C	1 NE;RR,hwy S	2240	2	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Culmerville	C	0.7 NNW	1220	2	18-*L1-S3	F2	SSE blkd.
Danville	M	2.2 SW;riv N	480	3	22-*L1-S3	F1	Hills SSE, SSW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	C	3.5 SSW	385	2	19-S3	F1	SW blkd. discretion.
(PC)DuBois	M	1.7 ESE;RR NE	1575	3	29	(F1)	Atnd wk-ends and on call. Use at own
Duncansville,Altoona-Duncansville	C	1 SW;hwy N					ABANDONED.
Eagles Mere	M	1.9 SW;lk SW	1908	1	22		
Easton	C	3.8 NNW;hwy E	380	4	22-*L4-S5-U	F3	P-line NNE.
← " Bethlehem-Easton	C	4.7 SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	M	2.7 SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	C	0.8 NW;hwy W	100	2	21-S5	F1	NE, WSW blkd. Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	M	2.2 NE	1452	2	24-(S3)	(F1)	
Emmaus	C	1.3 W	435	3	18-S3	F1	E, NNE blkd.
Emporium, Keystone Park	M	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns, p-lines, tank surd'd.
Erie-County	C	11.6 SW;hwy N	805	3	27-S5-U	F2	ENE, S, SE, NW blkd.
(P) " PORT ERIE	M	6 WSW;hwy SW	732	3	h46-BL4,5,6-S5-W	F4	N, S blkd;p-lines E, NE.
Finleyville	C	0.7 SW;RR NE	1160	1	23-S3	F1	
(PC)FRANKLIN. Chess Lamberton	M	1.8 SW;hwy N, E	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	C	0.3 W	470	2	28-S3	F3	E apch poor.
← Galeton, Cherry Springs	M	10 SW	2330	1	32-S5	F1	Ctn-surd by trees.
Gettysburg	C	2.8 NW;twr E	600	3	21-S3	F1	
Gordon	C	2 WSW	960	4	18-S1	F1	Mtn S, SE. Rgt tfc strip 31.
Granville, Cargill	C	1.5 SW;riv SW	490	1	21-S3	F1	
Greensburg	C	2.3 SE;lk E	1280	3	24-B*L1-S3	F1	
Hallstead	C	1 SSE;crk W	880	1	20-S3	F1	
Hanover, Devener	C	2 NNE;hwy W	590	2	32-*L4-S5-U	F3	
(NG)HARRISBURG-State	M	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	P-line ESE; hill SSW.
" Skyport	C	5 W;crk N	420	3	22-*L2-S5	F1	
Hawley, Mtn Bay	C	7.3 SSW	1460	2	22-*L1-(S1)	(F1)	Atnd wk-ends only. Hill SSE.
Hazelton-Reifenberg	C	5.8 NNW	1146	3	20-S3	F1	
← Hershey	C	1.1 NNW	415	1	21-(S5)-U	(F3)	Open wk-ends only. Hill WSW.
Honesdale	C	2 SE;hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon	C	1 S;RR N					(ABANDONED).
Indiana	M	3 ENE	1407	2	32		
Irwin	C	0.5 W	1210	2	17-*L1-S3	F1	P-line SW.
Jeannette	C	4 NW					(ABANDONED).
Jersey Shore	C	2.2 E;riv N	540	2	28-(S3)	(F1)	
(PC)JOHNSTOWN	M	4.7 E;hwy N	2384	3	h45-B*L4-S5-U	F3	
Karthus, Pine Glen	P	4.3 SE;hwy SW	1560	3	23		N, S, SW blkd
Kearsarge, Erie City	C	0.5 W;hwy E	900	2	29		SE blkd. CLOSED.
Kutztown	C	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster	C	1.5 NNW;RR SW					(ABANDONED).
" Garden Spot	C	5 W;hwy N	420	3	25-S5	F1	W,WSW blkd.
(PC) " MUNICIPAL	M	5.5 N;hwy W	401	2	h41-BL4-S5	F4	Ctn-sinkholes. Use rnwys.
Langhorne, Old Star	C	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	M	2.4 SSW;hwy N	1144	2	h22-S3	F1	
Leechburg	C	1.6 SE	960	2	20-*L1-S5	F3	E blkd.
Lehighton	C	0.9 WSW	502	2	18-S5	F1	
Lewisburg	C	1 WNW	480	1	32-S3	F1	
Lewistown	C	4 SW;riv SE	560	2	19-S5	F1	P-line NW;hill W.
" Krouts	C	6 NE;twrs N	660	1	22-*L4-S3	F1	
Linesville, Merry's Pymatuning	C	1.5 NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC)LOCK HAVEN	M	1.2 E;RR S	555	1	h33-BL4-S5-W-U	F3	Mtn N, S.
Malvern, Paoli-Malvern	C	1.3 SSE	460	2	23-S5	F1	NNE,ESE blkd.Rgt tfc N,E.
Marchand, Braebreeze	C	0.3 N;hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry	C	5.2 W					(ABANDONED)
(P)MARTINSBURG, Blair County	M	0.9 SE;RR W	1493	2	h43-BL2-S5-W	F3	Use rnwys.
Matamoras	M	0.5 SSE	450	2	32-*L2-S5	F1	Rgt tfc N, NE, h17 rnwy avail.
(PC)Meadville,Port Meadville	L	3.4 W;hwy S	1400	2	h32		SE blkd. Rgt tfc rnwys 5, 27, 20.
Mercer	C	4.8 NNE;RR W					(ABANDONED)
Milton	C	0.8 S;RR,hwy W	450	3	25-S3	F1	SW, WNW blkd.
Monongahela,N B,C.	C	5 E;hwy N	1240	2	17-S3	F1	SW blkd.
Montgomeryville	C	0.7 SE	460	3	27-S5	F1	Rgt tfc strips 3,36.P-lines SSW.Soft-wet.
Morrisville	C	1.6 W	100	2	21-S5	F1	E, SE blkd.
Mount Jewett	M	0.8 ESE;hwy N	2240	3	19-(S1)	(F1)	Closed-winters.
Mount Joy, Donegal	C	4 WSW	440	2	22-*L1-S5-U	F1	SSW blkd.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Mount Pleasant-Scottdale	C	2.8 S	1160	2	19-(S3)	(F1)	Gulley NW, Rolling.
Mount Pocono	M	1.5 NW; RR W	1925	2	h26-B*L4-S3	F3	3200' Strip avail, Atnd irregularly W hnts.
(PC) Mount Union	C	4 S; hwy E	560	3	28-S5	87	Mtn W, Soft-wet, Ctn-ditch, Use strips.
Muncy, Skyview Acres	C	1.4 NE					(ABANDONED)
Murdockville, Sunnyhill	C	1.7 SSE	1165	2	22		INACTIVE.
New Alexandria	C	1.5 ENE; hwy N					(ABANDONED)
New Bloomfield	C	1.3 SSE; hwy NE	760	2	23-S3-U	F1	
New Castle	M	4 WNW; hwy SE	1072	2	h29-S3	F3	
New Hanover	C	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	C	1.3 E; RR NW	460	2	21-S3	F1	
New Kingston, Taylor	C	0.5 SE; RR S	440	2	26-S5	F3	
Norristown, Patco	C	3 SE; lk ESE					(ABANDONED).
" Valley Forge	C	4 WNW; riv 1 S	250	1	23-S5	F3	Rgt tfc take-off E.
Oil City, Splane Memorial	M	4.1 NNW; hwy E	1560	2	h22-S3	F1	Ruf.
Oscelora Mills	C	0.5 NE; hwy N	1640	2	14-(S1)	(F1)	
Oxford	C	3.5 SSW; hwy W	520	2	21-S3	F1	SSW, W NW blkd.
Paoli, Main Line	C	2.8 WNW; hwy S					(ABANDONED)
(P) Philadelphia, North Philadelphia	M	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	M	6.5 SW; riv S, SW	10	3	h73-BL4&7-S5-W	F4	Rnwy 12-30 perm clsd 2-way rdo rqrd. Rnwy 27 designated calm wind Rnwy.
(P) Philipsburg, 51A, CHI-I GA	M	7 E; hwy N	1933	2	50-BL2-W	F3	3000' paved.
" ALBERT	C	5.5 NNW; hwy N	1750	3	36-BL4-S3	F3	NE blkd
Phoenixville	L	2.5 NNE	320	2	21-(S3)	(F1)	WSW blkd; p-line ENE Soft-wet.
Pine Grove, Swatara Valley	C	4.3 WSW	480	1	22-S3-U	F1	
PITTSBURGH Allegheny Co.	M	5.3 S	1252	3	h55-BL2,3,5-S5	F3	Rdo rcvr req, Rgt tfc ldg Rnwys 27,30.
(AF) "GREATER PITTSBURGH	M	14.3 WNW	1168	3	h30-BL4, 5	F4	FEE. Exten jet flying.
" East Pittsburgh	C	10 ESE; lk N	1150	2	21-S5	F1	
" Mayer	C	10 WSW	900	2	14-S1	F1	E blkd, Rgt tfc to W, SW.
" Pitt-Wilkins	C	8 E; RR 1.5 S					(ABANDONED)
Portland, Price	L	1 SE; riv E	300	1	19		P-line SE, Soft-wet.
Pottstown	C	4.5 E; riv 2 SW	311	3	26-S5-U	F1	E, NW blkd; p-line, TV aerial NE; bldgs SE.
" Municipal	M	1.7 NW; rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	C	8 ESE; lk SE	510	2	28-*L-S1	F3	Hills ENE, WSW, U shaped lk 3.5 mi SW.
Prospectville, Turner	C	1 NW	375	3	23-S3-U	F1	SSW blkd
Punxsutawney	M	3 NE; hwy S	1470	2	22-S1	F1	WNW/SSE Strip ruf.
Quakertown	M	2 W	520	2	17-*L4-S5	F3	P-line N.
" Grants	C	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	C	4.5 NW	360	1	27-*L1-S3	F1	W blkd. Rgt tfc S, W.
(NG) " GENERAL SPAATZ	M	3 NW; riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	C	3 N; RR SW	360				CLOSED-CONSTRUCTION.
Red Lion, Warners	C	1.2 WSW; RR N	940	2	19-S3	F1	
(PC) Reedsville, Mifflin County	C	2.7 N; hwy W	830	2	29-*L4-S5	F3	
Ridgway, Green's	C	4 NW; hwy 1 E	1720	2	21*L1-S1	F1	
Rochester, Conway Pitts-burgh	SEE: Conway-Pittsburgh Arpt, under "NEW AIRPORTS"						
Rushland, Evoy	L	1 WNW	210	2	18		Soft when wet
(PC) St. Mary's	M	3.1 ESE; RR W	1911	1	35-S5	F1	
Salix	C	0.6 S; RR NW	2200	3	29-*L1-S5	F3	W blkd.
Sayre, Blue Swan	M	2.7 WNW; riv E	800	1	27-S5	F1	2000' overrun on W end, Rgt tfc W.
(PC) " Chemung Valley	SEE: Athens, Chemung Valley Arpt, under "NEW AIRPORTS"						
Scranton	M	7.2 WNW; RR 3 NE	1179	2	h24-B*L2-S5-U	F3	
Seneca	C	0.9 SW; hwy E	1490	2	24		Closed wint
Shamokin	C	3.5 N; hwy E,S	900	2	18-S5	F3	
Sharon	C	3.2 ESE	1140	3	24-S1	F3	
Sharpsville	L	3 ENE; rd SW	1110	2	18		
Shippensburg	C	3.1 E; RR S	760	2	18-S1		
Somerset-County	M	4 NE; rd N	2274	2	37-S5	F1	
State College	C	2 SW	1200	3	42-S3	F3	FEE.
Stroudsburg-Hamlen	C	3 NNE; hwy S	480	1	21-S5	F1	
(PC) Sunbury	C	2 NNE on island	443	1	30-S5	F3	
Tarentum, Allegheny Valley	C	4.2 W; RR W	1125	2	24-(S5)	(F1)	Unattended, No svcg Fri.
Titusville	C	3.7 WSW	1600	2	23-S5	F1	
(PC) Towanda	M	1.5 SSE	700	2	h25-S5	F1	
Trexlertown	C	0.7 E; hwy N	400	2	20-S3	F1	
Tunkhannock, Skyhaven	C	0.8 S; riv N, E	639	2	20-S1	F3	Mtn S, NE/SW Strip not maintd.
Tyrone-Speedway	C	4.2 SW; riv S	965	2	22		CLOSED. Mtn S.
Union City	C	2.4 W; RR N	1250	2	22		CLOSED. E blkd.
Utahville	C	0.8 NW; RR S	1800	2	18-S3	F1	
Vandergrift	C	2 WNW	1000	2	23-S1	F1	E blkd, P-line NW.
Warren	M	2 WSW; riv S	1100	2	h22-(S1)	(F1)	Mtn NE, SW.
Washington	C	3.2 SW	1240	3	21-*L1-S5	F1	Hill NW.
(PC) Waynesburg, Greene County	M	2.7 E	1100	3	30-*L4-S3	F3	Hill NE, SE.
Wellsboro, Grand Canyon	C	5.2 WSW	1900	3	24-S3	F1	P-line SE.
West Chester	C	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd, P-line E.
West Middlesex	C	2.8 W; hwy N	1090	2	27-S3	F1	SE blkd.
(P) WILKES-BARRE-Scranton	M	10 NE; riv 1 N	956	3	h52-BL4-W	F4	Rgt tfc on mrkd rnwys. Equip. on fld.
" -Wyoming Valley	M	3.5 NNE; riv SE	548	3	h34-BL2-S5	F3	Golf rng adj NE of fld; p-line N; unmrkd
Wilkinsburg-Pittsburgh	C	6 E; hwy S	1180	1	23-S3	F1	Rgt tfc SW, poles SW, Equip fld-dike const.
Williamsburg	C	1.8 W	1140	2	29		CLOSED. W end ESE, W NW ruf, NE blkd; p-line WNW.
(P) WILLIAMSPORT	M	5.1 E; RR N	528	4	h43-BL4-S5-W	F4	NW blkd; p-line WNW.
York	C	1.8 NW	390	1	32-S5-U	F3	Poles WNW
" Whitehall	C	3 ENE; RR N					(ABANDONED).
Youngsville, Brokenstraw	C	2.6 W; RR S	1230	2	20-S3	F1	P-line SW; hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	C	3 NNE; riv W	500	2	22-S1	F1	Use strips.
(PC) Athens, Chemung Valley	C	1.8 NNW; RR N	850	2	27		CLOSED. E blkd.
RHODE ISLAND							
Berkeley	C	0.4 WNW; riv W	75	1	21-S5	F2	No storage. SSE blkd. Ruf.
Block Island-State	M	1 WSW; rd W	105	1	h20-BL4		Lgts by elec ear.
Coventry	C	2.8 ESE; hwy S	260	1	18-S5	F1	No storage. Use strip.
Greene, Riconn	C	1.8 WNW; RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Middletown, Newport	C	1 SSE	160	2	32-S5	F3	2330 paved rnwy avail. P-lines ESE, NNE.
(NG) PROVIDENCE, Green	M	7.3 S; hwy W	56	4	h55-BL4, 6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd nghts. Use rnwys.
Smithfield	C	0.5 ESE; RR W	400	1	18-S5	F2	NNW blkd.
" NO. CENTRAL STATE	M	3.1 E	429	1	h50-BL6-S1-W-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	M	2.4 SSE; riv E	81	2	h40-BL4-S1	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH CAROLINA							
Abbeville, Davis	C	2 SSE, rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	M	6.8 N, hwy E	530	3	h50-B*L4-S3	F1	No storage.
Allendale, Williams	L	1.5 NE	180	3	31		INACTIVE.
(P) ANDERSON	M	3.2 WSW; hwys N, S	783	2	h50-BL4-S5-W	F3	Equip on fld 0800-1700 daily xcpt Sat, Sun.
Andrews, Overton	C	2 SW	34	3	32-(S1)	(F1)	Ctn-ditches. P-line N. Use rnwys
Bamberg, Carlisle	M	4 ESE; riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC) Barnwell-County	M	1 WNW; hwy NE	235	3	h53-*L4-S3	F1	No storage.
Batesburg, Twin City	C	3.2 SE, hwy W	537	2	21-*L4	(F1)	
(PC) Beaufort-County	M	4 NW	38	4	h60-BL4-S5	F3	
Bennettsville	M	3.4 NNW; hwy NE	195	2	31-(S1)		
" Rowe	C	1.5 NE; bet RR, hwy	190	3	32-B*L1-S5-W	F1	Ctn-bad apchs SE blkd.
Bishopville	M	1.8 NNE; hwy SSW	220	2	18		Holes E end E/W Strip-hazardous.
Calhoun Falls, Bentley	C	3.4 ENE; hwy S	500	2	21	F1	Rolling.
(PC) Camden, Woodward	M	2.9 NE; RR W	300	2	h30-*L-S5	F3	
(AF,N) CHARLESTON AFB	AF	9.8 NW; hwy NE	45	3	h70-BL4-6-S5-W	F4	Open to civilian acft, 2-way rdo rqrd.
" Carolina Skyways	C	6 SSW; riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	M	7 SSW; riv E	16	3	h50-S3	F1	No storage. Use rnwys.
" Truluck	C	5.5 W; RR N					(ABANDONED).
Cheraw	M	4.2 WNW; hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf
(PC) Chester	M	6 N, hwy W	709	3	h50-*L1		

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	C	2.4 ENE;hwy NW	900	2	20	(F1)	E side N end of N/S strip eroded. Soft-wet. Use strips.
(P)COLUMBIA	M	6.5 SW;RR SE	244	3	h52-BL2,4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	M	2.5 SE;RR SW	203	2	h36-*L2,3-S5	F3	Rgt tfc SE,NE. Obstns sur fld. Use rnwys.
(PC)Crescent Beach,Ocean Drive	M	1.3 WNW;hwySE	33	1	h60		
(PC)Darlington-Co. Flgt Strip	M	10 N;bet hwys	190	3	h50	(F1)	
Dillon, Lee	C	3 NNE;RR E					(ABANDONED).
Estill	M	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	L	0.8 ENE;RR W	110	1	24-S1	F1	P-line SSW.
(P)FLORENCE	M	3 ESE;bet RR,hwy	146	3	h60-BL4-S1-W	F4	Trucks on fld intermittently days.
(PC)Georgetown County	M	4 S;hwy NW	39	3	h50-BL4-S3	F3	
(P)GREENVILLE	M	3.2 E	1049	4	h54-BL4,6-S5-W	F3	Rnwy 15-33 clsd. Use rnwys. eroded.
" Jones University	C	4.2 NNW	1006	3	21-S1		ESE,SE,NW,WNW blkd. Strips intsxns
(PC)GREENWOOD-County	M	3.8 N	629	3	h52-L4-S3	F1	
Hampton-Varnville	M	1.6 E;RR,hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	M	2.1 NE;hwy S	230	2	24-(S1)	(F1)	W blkd. Rgt tfc WSW. Ruf.
Honea Path, Ashley	C	1.5 E	760	2	21-*L1-S1	F1	
Isle of Palms	M	1.3 NE;oceanESE	8	1	18		
Joana, Crawford	P	1 SE Goldville	600				(ABANDONED)
Kershaw	M	4 S;hwy,RR W	475	2	26		P-line WNW.
Kline, Walkers	C	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	C	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed,Sat only. P-line SSE.
Lancaster, Coulbourn	M	2 SSW;hwy N,NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	M	3 S	72	3	34-BL2		E,ESE blkd. Ctn-low spot.
(PC)Laurens	M	2.3 E;hwy S	700	2	26-*L1-S5	F1	SW blkd.
Moncks Corner	M	1.3 WSW	70	2	22		
(P)MYRTLE BEACH	M	3 WSW;hwy N	24	2	h50-BL4-S1-W	F1	Equip on fld intermit. Rnwys usable-ctn.
Newberry	M	2.3 NNW;RR NE	565	2	22-*L4-S3	F1	P-line E. Use strips. Ruf.
Nichols	C	0.5 SSE;riv S	70	2	20-S5	F1	WNW/ESE strip soft.
Orangeburg	M	2.3 S	190	2	25-S5	F1	P-line E. Rgt tfc E,S.
Ridgeland	M	1.3 NW;hwyE	75	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	C	2.7 SW;lk S	630	3	28	F1	ESE blkd. Soft-wet.
(P)SPARTANBURG Memorial	M	2.5 SW;hwy SE	816	3	h44-BL4-S5-W	F4	Weather reports avail 0600-2200.
Summerton, Grayson	P	0.7 ENE;hwys SE	138	1	13		
Sumter	M	2 WNW;lk S	180	aw	32-S5	F1	P-line ESE.
Timmonsville, Huggins	C	1 ENE;hwy N	149	1	21-S5	F3	E/W Strip perm clsd. Ctn indg-cross winds.
Trenton	M	1.2 E	600	2	22-S1	F1	
(PC)Walterboro	M	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(AF)North-AF Aux	AF	1.5 SE	320	4	h100		INACTIVE-NO FACS.
SOUTH DAKOTA							
(P)ABERDEEN(Saunders)	M	2.9 E;hwy N	1300	2	h49-BL4,6-S5-W	F3	Use rnwys.
Belle Fourche, Bus	C	1 NW;RR S	3140	2	30-S5	F1	NE blkd;p-line SW. Use strips. Soft-wet.
Bison-Perkins Co.	M	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
Britton	M	2 N;RR W	1350	3	25-BL4-(S1)	(F1)	Use strips.
(PC)BROOKINGS	M	1.2 SW;RR N	1637	3	h10-BL4-S5-W	F1	Soft when wet.
Buffalo, Harding County	M	0.5 E;riv S	2890	3	30-B		Use strips.
Canton	M	1.8 E;hwy N	1250	2	21		Lgt acft only. Hills SE. Rolling. ruf. Use strips.
Chamberlain	M	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Dupree, Eulberg	C	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	M	1.1 SW	3608	4	31-*L1-S5	F1	
Estelline	M	0.5 SW;hwy N,E	1659	2	26-L4-(S1)	(F1)	P-line N,SE. Use strips. Cattle-fld.
Eureka	M	2.2 NNW;RR E	1910	3	23		Use strips.
Fairburn, Custer State Park	M	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge. 2 NNW. Rgt tfc to NW.
Faith	M	0.4 N	2572	1	25-B		Use strip.
Faulkton	C	2 S	1620	2	26		E blkd;p-line SE. Use strips. Ruf.
Flandreau	M	3 S;hwy N,E	1575	2	26-*L1		N,NE,NW blkd. Use strips.
Frederick, Niva	C	0.8 SE	1390	1	20		Ruf. Soft when wet. Use strip.
Gettysburg	M	1.5 S	2082	3	26		Ctn-not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	M	1.6 ESE;RR S	2200	3	28-S5	F1	Use strips.
Groton	M	5.7 N	1300	1	22		Use extreme caution. Use strip.
Highmore	M	1.4 N;rd E	1850	2	27		P-line E. Ruf. Use strips.
HOT SPRINGS	M	6.2 SE;hwy S,W	3148	2	h45-BL4-S3-W	F3	
Howard	M	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	M	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
Isabel	M	0.5 SW;RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	P	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	M	1 WSW;lk 1.4 E	1466	2	27	F1	NE blkd.
Lemmon	M	3SE;hwy N	2518	3	26-B*L1-S3	F1	Use strips.
Lennox, Skie	C	4.1 SE;hwy W	1325	2	26-*L4-S1	F1	Use strips.
Madison	M	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC)Martin, Bennett County	L	4.4 SSE;riv N	3325	3	25		N, NE, E, NW blkd. Use strips. Ctn-ruf.
(PC)Milbank	M	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	M	1.5 E;hwy S	1585	2	28-(S1)	F1	SE,S,W blkd. Soft-wet. Use strips. NW/SE strip clsd-const
(PC)MITCHELL	M	4.3N; lk S	1293	2	h67-B*L4-S5	F1	Use rnwys.
(PC)Mobridge	M	1.2 NW	1621	4	31-B-S1	F1	NE blkd;p-lines E, SE.
Murdo	C	1 WSW;hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
(PC)Newell, City of Newell	M	0.2 S	2825	3	27-(S1)	(F1)	N, SE blkd.
North Sioux City, Rickenbacker	C	1 N;riv E	1106	3	53-S5-U	F3	Rgt tfc S. P-line SE. Use strips.
Onida	M	2 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	C	1 NE;hwy S, E	1340	2	25	(F1)	
Parkston	C	1.1 SSE;hwy adj	1310	1	13-S3	F1	Lgt acft only. Soft when wet.
Philip, 31, CYS-HON	M	3.6 E;hwy N	2210	2	40-BL2-S5-W	F1	N, NE blkd.
(P)PIERRE	M	3 ENE;hwy N	1742	3	h72-BL4, 6-S5-W	F4	N/S rnwy clsd. Use rnwys.
Platte	M	1.2NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	M	0.8 NW;RR S	1800	3	26	(F1)	E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P)RAPID CITY	M	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips. rnwy.
" Halley	C	1.5 NNE	3300	3	37-*L1-S5-U	F3	
Redfield	C	1 SSW;hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	C	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	C	2 SE;hwy SW	1600	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30	(F1)	Use strips. Ruf.
(NG)SIOUX FALLS	M	2.6 NNW;riv W	1423	3	h71-BL4,6-S5-W	F4	Use rnwys.
Sisseton	M	2.9 ENE	1170	3	30-B*L4-(S1)	(F1)	Use strips.
(PC)SPEARFISH, Black Hills	M	4 E	3929	4	51-B*L1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
Sturgis	M	1 SSW;RR E	3400	1	23		Use strip. Lgt acft only.
Timber Lake	M	1 SSW;rd E	2152	3	26-(S3)	(F1)	Caution-ruf, Rolling. No storage.
Vermillion	M	1 S;riv S	1140	2	28-(S3)	(F1)	Use mowed strip, E blkd.
Wagner	M	1.3 S;RR N	1464	3	32-B-(S3)	(F1)	Use strips.
Wall	M	0.5 NW;RR S	2800	3	23	(F1)	Ruf.
(P)WATERTOWN	M	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	M	2.8 S;hwy W	1848	2	28-(S1)	(F1)	
Winner	M	1.3 NE;hwy S	2038	4	28-*L1-S5	F3	P-line W. Use strips.
(PC)Yankton	M	2.7 N	1282	3	41-B*L-S5	F1	Twr E. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.6 S;RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
Harrold	M	0.9 NNW;RR S	1780	1	22		P-line S.
TENNESSEE							
Athens, McMinn County	M	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	M	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Fuel, hangar avail 0600-2300.
(P)CHATTANOOGA, Lovell	M	5.5 E;RR E	682	2	h62-BL4,6-S5-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)Clarksville, Outlaw	M	7.4 NNW;RR W	544	2	h41-S5	F3	
Cleveland	M	6 NNE;hwy E	865	1	22-(S1)	(F1)	
" Waterlevel	C	3 ESE;hwy N	908	1	20	F1	S blkd;p-line N. Rolling, eroded, hazardous.
Clifton	C	1.4 E;lk W	402	2	27-(S1)	(F1)	
(PC)Cookeville, Putnam Co.	M	2.2 NNE	1104	2	27-*L4-S5	F1	P-line W.
Cooperhill-Ducktown	P	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	M	3.3 WNW;hwy N	1862	2	27-BL2-(S1)	(F1)	P-line NW, pole WSW. Ruf.
Dandridge, Lakeside	C	6.5 E;hwy S	1028	1	23		INACTIVE
Dayton, Shaver	C	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	M	2 SSW;riv W	337	2	h40-L4-S5-W	F3	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd of E strip. Ctn-3' elec. fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Elizabethton, Carden	L	2.5 SW	1640	1	18		Caution-ENE end eroded.

A-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn. Tennessee Valley Authority	P	1.8 NW;rd adj E	470				ABANDONED.
Fayetteville, Wilks	C	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	C	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	M	4.5 E;hwy E	1477	1	26-(S3)	(F1)	
(P)Halls, Lauderdale County	M	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	C	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
Hohenwald, Baker	M	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	M	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU	M	2 N;hwy SE	550	3	43-BL2		P-lines surrounding fld.
(P)Jackson, McKellar	M	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F2	Use rnwys.
Johnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville, E. Tennessee Sky Ranch	L	6 SSW;RR, hwy E	822	1	21		Rolling. Ruf, tall weeds.
" Island	C	2.5 E	832	1	37-S5	F3	Rgt tfc W.
(AF) " McGHEE-TYSON	M	12 SSW;hwy E	989	3	h75-BL4, 5, 6-S5-W	F4	2-way rdo rqrd ngts. rcvr days. Use rnwys.
Lawrenceburg, Fleeman	L	3.5 E;hwy E	890	1	19-(S1)	(F3)	SW blkd. NW end ruf.
Lebanon	C	1.8 SW;hwy S	580	3	26-*L4-S5	F1	
(PC)Lexington, Franklin-Wilkins	M	0.5E; RR W	516	2	20-*L4-S5	F1	
(PC)Martin, Gill-Dove	C	2.7 S;hwy E	425	2	36-S1	F1	N blkd.
Maynardville, Lakeview	C	6.3 N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	M	3.8 WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	M	5.9 SSE;RR 2 NE	269	4	h65-BL4-6-S5-W	F4	2-way rdo rqrd. Clsd acft over 100,000 lbs gross wt. W blkd;p-line SSW. Use rnwys. Rnwy 14-32 clsd nights.
" Martin	C	6 ENE	258	2	24-S5	F3	P-line S. Rgt tfc E,S.
"-Flying Service	C	11 SE	286	1	35-S5	F1	S end strip ruf. Rgt Tfc NNW. P-line S, SE.
" Wilson	C	12.5 SE	320	3	27-*L4-S5	F3	
Milan	C	3 NNE;canal N	378	2	26-S5	F3	
Mount Pleasant	M	2.5 ENE;hwy NW	677	2	28		NW blkd.
Murfreesboro	M	2N;hwy W	615	1	27-S5-W	F3	Soft when wet.
(NG)NASHVILLE, Berry	M	6 SE;hwy S	606	5	(h70)-BL4,5,7-S5-W	F4	Use rnwys.
" Cornelia Fort	C	6 ENE;riv E	420	3	30-S5	F1	SSE blkd. Rgt tfc N, NW, NE. Subj to floods.
Oak Ridge	C	5.5 W; RR S	788	1	28-(S3)	(F1)	Atnd week-ends only. Rgt tfc NW.
(PC)Paris, Henry County	M	4.3 NW;hwy N	571	2	h25-*L4-(S5)	(F1)	
(PC)Pulaski, Abernathy	M	3.6 SSW;RR E	659	3	31-(S3)		Holes on E/W and N/S strips.
Shelbyville, Bomar	C	5 N;hwy W	825	3	21-S5	F1	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	C	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	No 91 Octane.
(PC)Union City, Stewart	M	5 ESE;hwy NE	340	2	h31-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	M	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Morristown	C	4.8 SW;hwy NW	1295	1	34-*L4-S1-U	F1	
Lawrenceburg, Robinson	L	4 NNE	925	2	17-S1		P-line NW.
TEXAS							
Abbott, Stanphill	P	1 S;hwy W	600	1	25		Cattle-fld. Each end ruf. Use strip.
(AF)ABILENE-Army	Airport Now Air Force Installation.						
(P) " Municipal	M	2.8 ESE;RR N	1757	4	h37		Closed.
" Hughes	C	2.7 W;RR, hwy N	1750	3	30-S5	F1	P-line N. Use strips.
Addicks, C-R-C	P	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	4100	4	19		Rolling. ruf. Use strips. Windmill N. Cattle on field.
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	C	1 N;hwy E	1429	1	h32-(S1)	(F1)	Hills N, W.
(P)ALICE	M	3.2 ESE;hwy NW	178	3	h47-BL4-S3-W	F3	Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E,W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	M	2.1 NW;RR E	4500	4	42-*L4-S5	F3	P-lines NNE, ENE. Surd by mountains.
Alvin	C	2 NW;hwy SW	50	2	21-S5	F1	P-line NW. Soft when wet. Use strips.
(AF)AMARILLO-Air Terminal	M	9 ENE, hwy N, S	3604	3	h60-BL4, 5-S5-W	F4	Use rnwys.
" Tradewind	C	2.5 S;RR NNW	3636	3	h32-BL4-S5	F3	Rgt tfc strip 35. NE/SW Strip clsd. Use strip, rnwy.
(PC)Anahuac, Chambers County	M	1.5 E;hwy N	20	2	24-S3	F1	
Andrews-County	M	0.8 ENE;hwy W	3176	3	h28		Ctn-floodlgts around arena. Use rnwys.
Archer City	P	1 NE;RR NW	1050	1	18		
Arlington, Lucas	C	3 SW;hwy 2 N	611	3	25-S5	F1	N,S blkd;p-line W,NW. Ctn-wet N/S (W)
" Pulley	C	0.6 N;RR S	627	1	22-*L4-S1	F1	Rgt tfc. Use strip. [Strip closed.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	M	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld. [Pole apch end Rnwy 16R.
(P) " MUELLER	M	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees,
Austwell, Heard*	L	0.5 SSW;RR E, NE	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield	P	1.5 NW;hwy S	2475	2	22		Use strips.
" Ligon Ranch	L	8.7 SSW	3400	2	19		Ruf. Sheep on field.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW Strip used as road.
Ballinger, Bruce	M	4.5 SSW;RR NW	1731	4	h23-L4-S5	F1	Caution - weeds. Use rnwys.
Balmorhea	C	1.5 WNW	3300	3	47	(F1)	E/W, NE/SW Strips used only case of strong winds.
Bandera, Flying L Ranch	C	1.7 SE;riv N	1264	2	h26-S5	F3	NW blkd, p-line ENE
" Mayan Ranch	P	0.7 W;riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE;lk SE	1328	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW
Bay City	C	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	P	3 E;hwy NW	39	2	25		Right traffic.
Baytown, Tri-Cities	L	3.7 NE;RR E	25	2	23		P-line SE. Cattle on field.
Beaumont	M	6.8 W;hwy S	31	3	34-S5	F1	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	M	9.8 SSE;hwy NE	15	3	h51-BL4-S5-W	F4	HAZARDOUS. Use rnwys.
" Mitchell	L	7 W;RR S	31	1	25	91	P-line S. Rgt tfc S. take-offs.
Beeville, Travland	C	2 NW, RR E	225	3	27-S5	F2	P-line NE,SSE. Cattle-fld-ngts. Use strips.
➔ Belton	C	2 WSW	674	2	21	F1	Use strips. Cattle on fld.
Big Lake	M	0.6 NW;hwy S	2700	3	33		P-lines SE, SW. Use strips.
Big Spring, Hamilton	M	1.5 N;hwy S, W	2517	4	32-*L4-S5	F1	P-line N. Use strips. Caution-jet planes
Boerne	C	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	M	2 N;hwy E	616	1	h30-(S1)		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
Borger, Clearview	L	4.8 WSW;hwy N	3200	3	26		Theatre NE. Soft when wet.
(PC) " HUTCHINSON CO.	M	2 N;hwy S	3052	3	h41-BL4-S5	F3	
Bowie	P	2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	C	2.4 SW;hwy N	1105	3	53-*L3-S1-W	91	
" Frerick Ranch	P	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	P	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC)Brady, Curtis	M	3 N;hwy SE	1830	4	42-BL2-S3	F1	Use strips.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd;p-line SSW. Soft when wet. Cattle on field.
(PC)Breckenridge, Stephans Co.	M	2.5 S;hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S;RR, hwy W	460	1	21		Cattle on field.
(PC)Brenham	M	1 ESE;RR NNE	342	3	32-*L4-S5	F2	
Broome, Stringer Ranch	L	0.5 NNE;RR S	2200	2	26		
(PC)Brownfield, Triangle	C	1.8 SSW;RR NW	3350	3	28-*L4-S5	F1	P-lines E, NNW. Use strips.
(P)BROWNSVILLE, Rio Grande Valley International	M	4.5 E;hwy N	22	6	h57-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys.
" Mauldin	C	4.4 NNW;RR W	22	3	35-S5	F3	P-lines NE, E, SW, W. Soft when wet. Use strips. Cattle on fld.
(AF)BROWNWOOD	M	6.3 NNE;hwy E	1386	4	h50-BL4-S5	F4	E/W, NE/SW ruf.
" Gaines Lodge	L	8.1 N; lk W	1500	2	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	M	4 NE;hwy N	360	3	27-B-S5	F1	Use strips.
" Diamond W Ranch	P	8.5 SW;riv W	320	2	30		Cattle on field. Use strips. Ruf.
" Lazy E	P	7.5 NNE;lk SE	385	1	28		Cattle on field.
" Timberlake	C	3 S	360	2	28		S blkd;p-line SSE.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet	P	1 NE;RR W	1325	2	17		P-line N. Only half of each strip usable due fence.
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	M	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	M	1.7 N;hwy W	402	3	28-S1	F2	P-line WNW, ESE blkd. NNW-SSE strip only maintained.
Campbellton, Harrison	P	6 N;hwy E	400	1	25		Soft when wet.

h-paved rnwys. B-rotating lgt, L-lighting facilities. S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	M	1.5 SW;hwy E	2300	3	32-S1	F1	Use strips. Ruf.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College	M	1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on field. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
(PC)Carrizo Spgs, Dimmitt Co.	M	2.8 E;hwy N	612	1	h36	(F1)	
Carthage	C	1.3 W;hwy N	310	2	23	F3	W blkd;p-line NE. 85'ant. N end NE/SW strip. Dip 200'from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	P	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	P	10.7 SE;rd S	2092	2	37		
Castroville	M	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	P	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	P	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW. Cattle on field.
Chester, Bar C Ranch	P	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	M	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	L	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	M	2.5 NNW;hwy E	1620	4	31-S1	F1	P-lines N; hill NW. Soft when wet.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3400	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3400	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch	P	11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3400	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3400	3	25		ENE, WNW blkd.
(PC)COLEMAN	M	1.7 NE;hwy NW	1697	1	h39-BL4-S1	F1	Use rnwy. P-line NNW.
(P)COLLEGE STATION Easterwood	M	2.8 SW	319	3	h51-BL4-S5-W	F3	
Colorado City	L	1.5 S; riv NW	2100	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	P	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N,NNE,NW.Stock on fld.
Comfort		1 N	1490	2	20		
Commerce	M	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	C	2 W;hwy S	550	3	16	F1	S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	25		
Conlen	L	0.5 NE;RR, hwy S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4, HOU-TUL	M	3.5 NE;hwy W	245	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
CORPUS CHRISTI, Cliff Maus	M	2.5 SW;hwy N	42	3	h45-BL4-W	F3	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	M	7.8 SW;crk S	39	4	h50-BL2-5-S5	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	M	5.6 SE;RR E	440	3	h20-*L4-S5	F1	3200' strip avail. P-lines N, NE.
" "75"	C	1.8 N;hwy E	480	2	h20-S3	F2	P-line N;twr SE.Rolling.
(P)Cotulla, 6, LRD-SAT	M	1.2 NNE;hwy SE	471	2	41-BL2,4-S1-W	F1	
Crane-County	M	1 NNW;hwy E	2580	4	36		Use strips.
Crockett	P	3 WSW;hwy S	370	2	23		Cattle on field. Ruf.
Crosbyton, Paudler	C	1.5 E;hwy N	3108	1	h25-(S1)	(F1)	NW blkd. Use rnwy.
Cross Plains, Bryant	L	1.4 N;rd W	1680	1	25		S blkd. Cattle on field.
Crowell, Foard County	M	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
(PC)Crystal City	L	1.8 N;RR W	600	1	19		Ruf
" Municipal	M	1.5 NE	610	1	h35		
Cuero	M	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	M	3.8SSW;RR NW	3985	3	h90-B*L4-S5-W	F4	Use rnwys.
" Ingram	C	3.4 SE;lk W	3980	2	39-(S5)	(F1)	NE blkd;p-line SW. Soft-wet. Use strips.
Dallas, Garland	C	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
" Highland Park	C	9 N;rd E	524	2	h24-L4-S5-U	F3	Use rnwys.
" Hi-Way 77	C	10.4 S;hwy E	665	5	40-*L4-S5	F1	S end of W N/S strip blkd. P-lines NE, SE, W. Lgts on request after 0200.
" Park Cities	C	10 NW;RR W	483	3	24-S5	F2	S, SE blkd;p-lines NW.
(P) " LOVE	M	5.7 NNW;hwy W	483	3	h62-BL4,7-S5-W	F4	145 and jet fuel avail. Use rnwys.
" Mustang	C	6 NNE;hwy NE					(ABANDONED).
" Redbird	M	7 SSW;hwy SE	642	3	h30-S5-U	F4	Use rnwys.
" White Rock	C	6.7 ENE;hwy E,S	543	4	28-*L1-S5	F3	h1600' rnwy avail. Ctn-fire break SW.
Decatur	M	1.5N;rd SW	1059	4	28-S5	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	M	0.5 ENE	3955	2	39-BL2		P-line SSE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3750	1	22		Windmill W.
" Pauley	C	0.5 SSW;hwy E	3730	2	27	(F1)	
Del Rio	M	1.5 WNW,RR S	1025	3	30-*L-S5	F2	N, SE blkd. Rd crosses N/S strip. Rqrd tfc strips 12, 17.
" Horn Ranch	P	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Del Rio, Townsend Ranch	P	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
(AF) " VAL VERDE CO.	M	4.5 ENE;RR S	1094	3	h49-*L4-W		CIVIL FACS ONLY.
Denison, Grandpappy Point	L	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	M	4 WSW	652	4	h41-B-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	P	4.5 NNW;hwy W	2100	2	21		NNE, W blkd. Stock on field.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd
Donna, Woods	C	0.9 E;RR S	88	3	25-S1	F1	SE, WSW blkd, p-line W
Dripping Springs Shields Ranch	P	7.5 NE	1100	2	22		Cattle on field.
Dryden, 29, ELP-BRO	M	5.7 W;hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field
(PC)Dumas	M	0.7 SSE;hwy W	3649	4	38		P-line N, W.
Eagle Lake	C	0.5 NE	210	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	M	1.3 E;hwy N	774	3	30-S5-W	F1	WNW blkd, p-line NW. ARPT OF ENTRY.
" Barnard Ranch	P	9 E;hwy S	865	2	h35		INACTIVE. Cattle on field.
Edcouch, Walker	C	0.6 NE	70	1	31-S5	F1	No storage.
Edinburg	M	2.8 W;hwy N	90	3	31-S5	F3	ESE, WNW blkd.
" Clay Dusting Service	C	1.4 N;hwy W	90	1	18-S3	F1	P-lines E, W. No storage.
(PC) " Moore	AF	Airport now Air Force Installation.					
El Campo, Hefner	C	1.5 WSW;hwy SE	104	2	37-S5	F1	No storage. P-lines NNE, SE, SSW.
Eldorado	M	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio		0.5 S		1	19		P-line N
" Cage Ranch	P	6 SE;lks S	800	1	50		
(P)EL PASO-International	M	4.8 ENE	3936	4	h70-BL2,4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys.
Ennis	M	1.5 NW;RR E	546	1	29		
Esperanza	P	2 SE;rd W	3475	2	19		
" McCoy	L	0.5 NE;riv 18	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough. ESE blkd.
Falcon, Utah	L	3.9S;riv W	230	1	37		P-line S.
Falfurrias, Brook County	M	1.5 SE;hwy W	115	2	h18-BL4-S1	F1	
Floydada	C	1.2 NNW;RR W	3287	4	27-S1	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft when wet. Ruf. rolling. Use strips.
Ft. McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		NE, SE, SW, NW blkd. Cattle on field. Caution-holes.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	M	2.7 NW;hwy SW	3010	4	h42-*L4-S5-W	F1	Lgts on req after 2100
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwySW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	M	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N.
Ft. Worth, Conn	P	8 NE;hwy NW	600	1	19		S blkd.
" CARTER	M	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW rnwy closed. Unlgtd trees N. Use rnwys.
" Hicks	P	12.5 NNW;hwy W	820	1	30		Caution-holes. Cattle on field.
(P) " MEACHAM	M	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	C	5.3 ESE;RR NNE	650	3	24-S5	F1	Use N/S Strip. S blkd;p-lines E, SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR,hwy W	655	2	25-(S5)	(F1)	Rqrd tfc strip 35. Cattle on field.
" Russell	C	7 SSE;hwy NW	680	4	31-*L-S5	F3	
" Saginaw	C	8.5 NNW	790	2	24-S5	F3	P-lines S, SE. Rqrd tfc strips 12, 18.
" T. C. U.	L	6.6 SW;RR SE	710	1	30-L-S5	F1	P-line S.
(PC)Fredericksburg, Gillespie County	M	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	C	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	C	1.8 NE;RR S	4000	3	29-*L1-S5	F1	
(PC)Gainesville	M	3.8 WNW;RR S	833	4	h47-*L4-S5	F3	Use rnwys. Clsd ngts.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	M	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Temco-Garland	L	2.2 WSW;RR N	613	1	47		N,S blkd. Use strips.
" Varo	P	1.2 NW	615	1	22		
Garwood	C	1 SW;hwy E	125	1	22	F1	
Genoa	C	1 NE;RR, hwy S	46	3	17-L4-S5	F2	Rqrd tfc strips 11, 14, 20.
(PC)Georgetown	M	3.3 N;hwy W	789	3	h41-*L4-S3	F2	ENE/WSW Strip closed-ruf. Cattle on fld
Giddings	M	0.8 S;RR W	480	3	27-BL-(S1)	(F3)	Rolling.Ctn-high weeds&grass
Gladewater	M	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	L	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite	C	2.6 SW;hwy NW	1500	2	35	F1	P-line W.
Gorman	M	1 S;rd N	1400	3	22		P-lines NNE, NNW. Soft.
Graham	M	2 ENE;hwy N	1120	4	40	F1	P-line NW,NW;hill N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4		
Grapevine, Price	L	3.7 WSW; hwy NW	506	1	16		NNE blkd.
(PC) Greenville, Majors	M	6 SSE; RR NE	544	4	h55-B-S5	F1	Ruf. Use rnwys. No storage.
Greggton, Skyranger	C	1.4 SW; RR N	360	1	h34-L4	F3	P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	30		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3400	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.6 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	M	2.3 SSW; hwy E	1250	4	28		Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Harlingen Old Municipal	M	1.8 SSW	46	2	18	F1	
Helotes, Jaycox	L	2 W	1000	1	30		
(PC) Henderson, Rusk County	M	3 WSW; rd N	440	2	h30-L4-S5	F3	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	L	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
(P) Hondo	M	2.1 W; RR S	929	5	h61-*L4		AF primary contract school
" Holloway Farm	L	5 S; hwy E	800	1	14		
Hooks, Cranfill	P	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip.
(NG) HOUSTON	M	9 SSE; hwy W	50	4	h65-BL4, 7-S5-W	F4	No lndg rnwy 8-26; take-offs to E only. No NG operns. 70' twr center S edge of fld; unlgtd p-line parallel to and 1000' E of E boundary. Use rnwys. Shoulders-soft.
" Andrau	C	12 WSW; rd W	80	2	h32-BL4-S5-W-U	F4	P-line S.
" Clover	C	19.5 SSE	34	3	h41-S5-U	F1	SSW blkd; p-line E, NE/SW, E/W strip, soft-wet.
" Gulf Coast	C	9.5 NNW	88	2	26-L4-S5	F2	
" Linda Sue	C	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	C	10.5 SW; RR S	69	3	36-S5-W-U	F3	P-line SW.
" Sky Ranch	P	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Carlledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	M	2.5 NW; hwy S	366	3	h25-S5	F2	2900' strip available.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	M	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW. SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
Jacksboro, Grace	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	L	4.5 N	1080	2	23		SE blkd. Cattle on field.
Jacksonville	M	3 N; hwy E	708	2	23		Caution-not maintd, weeds. Use strips.
" Wilson	C	1.8 SE; RR S	476	3	17-S3	F1	P-line S.
Jasper-County	M	2.9 SW; rd W	222	2	h26-(S1)	(F1)	
(PC) Jefferson, Cypress River	M	2.8 ESE; RR N	220	3	24		Caution-weeds.
Johnson City, Cammack Ranch	P	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	P	0.5 SW; hwy N, NW	1233	1	16		
Junction, Burton Ranch	P	19.2 S; hwy E	2430	1	16		
" Jackson Ranch	P	19.6 S; hwy E	2430	2	16		
(P) " Kimble County	M	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills N, SE. Use rnwy, strip.
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW.
" Taylor Ranch	P	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	8.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		Cattle on field.
Kendalia	P	2.5 W	1350	1	21		Cattle on field.
Kenedy, Evanston	M	1.4 NW	270	1	18		
Kent	L	0.6 WNW; RR S	4260	4	21		ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	P	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	36 NNW	3850	3	26		
" Nevell Hq Ranch	P	16.3 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	P	2.3 N	450	1	h15		
Kermit	L	1.3 E; hwy S	2800	5	h32		P-line SW, WNW/ESE Strip ruf.
(PC) Kerrville	M	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F3	Ditches both sides strips.
Kilgore, Elders	C	2.5 NE; RR E	352	1	26-S3	F1	Pools of water on strip after rains.
Killeen, Reed	C	3.6 SE; RR N	845	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	P	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	M	1.5 SE; RR N	175	2	h39		P-line SW. 3700' strip available.
La Grange, Guenther	C	1.5 W; hwy N	540	2	26-*L1-S5	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	M	6 NW; RR S	1480	3	42		P-line ENE. Road crosses N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
(PC) LaPorte	M	2.5 WNW; rd S	34	3	40-L4-S5	F4	
La Pryor, Pickens-Coffield Ranch	L	16 W; hwy N	728	1	30		
Laredo	M	6.3 N	508	1	h30-(S5)	(F2)	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		
Leaday, Miller	L	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
Leakey, Lewis Ranch	P	4.2 N; rd E	1730	1	21		Cattle on fld. Soft when wet.
Levelland	M	2 S; hwy W	3525	4	30-S1	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	M	1.2 S; hwy E	3558	4	36-S1	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	M	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Cu-wet. Use strip NW/SE strip closed.
Lockhart	M	2.8 S; hwy E	529	2	28		
Lockney	P	1.3 SSE; hwy N					ABANDONED
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
" Thompson Farm	L	7 WNW; RR N	3350	1	21		P-line S. P-line N. Ruf.
Lolita, Walker	C	1.8 SSW; RR N	38	3	17		Use NNW/SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Pyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	P	6.5 WSW; RR N	3675	4	36		S blkd; p-line N NW. Cattle on fld.
Longview, East Side	C	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	M	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnwys.
Los Fresnos, Hughston	P	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	M	5 NNE; RR W	3256	3	h65-BL4,6-S5-W	F4	Use rnwys.
Lufkin	M	2 NW; hwy N	315	3	30		CLOSED. E, ESE, W blkd.
(P) "ANGELINA COUNTY	M	7.8 SSW; hwy W	290	2	h36-BL4-S1-W	F3	Use rnwy.
(PC) Luling Memorial	M	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	P	2 SW; hwy N	8	3	34		Use strip.
Marathon	C	0.8 SE; RR N	4100	4	37-S5	F1	No storage. Use strips. Cattle on fld.
" Big Bend Guest Ranch	C	34 SSE	2650	1	15	(F1)	
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 W RR, hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(P) Marfa	M	4 N; hwy E	4848	2	h53		
(P) " -ALPINE	M	9 ESE; RR N	4885	6	h75-*L4-(S5)-W	F3	Lgts on req after 2230. Rprs on req. Use rnwys.
" Petan Ranch	P	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	P	45 S	3750	2	17		Road crosses NNW end NNW/SSE Strip. Hill ESE. Ruf.
Marlin, Rogers	C	1 S	380	3	28-*L1-S1	F3	Houses NW. Cattle on fld.
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) Marshall, Harrison County	M	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	
" Beer's Caddo Lake	C	18 NE; lk E	180	1	42-(S1)-U	(87)	Atnd wk-ends only. SE blkd. Use strips.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2600	3	17		Use strips.
(PC) Mason-County	M	3.2 ESE; hwy N	1500	3	36		
(PC) McALLEN, Miller	M	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCAMEY, Upton County	M	0.8 SW; RR N	2439	3	h44-B-*L34-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean	L	1.2 NW; hwy E					ABANDONED
Medina, A Bar A Ranch	L	0.8 SW; riv N	1450	1	40-(S1)	(F1)	Cliff E.
" B Lazy 2 Ranch	L	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	M	1.4 NNE; RR SW	2082	3	38-(S5)	(F1)	E, SE blkd.
Menard, VD-Half Ranch	P	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
Mentone	C	0.3 NE	2680	3	15		(EMERG ONLY) NE blkd; p-line S Use strip.
Mercedes, Central Valley	C	3 NE; RR S	60	1	h31-S3	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE; crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	M	1.2 SE, rd N, NE, SW	516	2	23-*L1-S1	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
(P) Midland-Arpk	M	3 NNW	2805	3	h64-BL3,4-S5	F4	4000' N/S Rnwy lgtd.
(P) " AIR TERMINAL	M	9.5 WSW; RR S	2867	4	h66-BL4,5,8-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	C	1.5 NW; hwy S	418	1	31		Cattle-fld. Soft N of pipe line when wet. Ruf.
(P) MINERAL WELLS	M	3.6 ESE; hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	2	25		
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
" Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
(PC) " Tri-Cities	M	1.2 N	219	3	h50-S5	F3	Cattle on fld.
Monahans, Hurd Memorial	M	1.2 SW; RR N	2611	2	h16-*L-S1	F1	Water twr in tfc pat. Use rnwys.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Montell, McCarthy Ranch	L	4.7 E	1600	2	32		ESE, W, NW blkd.
Moran, Manning Plant	L	6.8 E	1340	1	40		Poles N-use W half of strip. Ctn-weeds.
(PC) Morton, Cochran County	M	1.5 E	3750	3	29		Caution-ruf.
Mount Pleasant	M	2 SSW; RR E	416	2	21-S5	81	Use strips. Ditch S.
(PC) Muleshoe, Warren	M	1 ENE; hwy N	3800	4	43		P-lines N, W, NW, WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	15		N blkd. Muddy when wet.
(PC) NACOGDOCHES, Del Rentzel	M	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail. Weeds on ESE end.
(N, NG) Newark, Eagle Mtn Lake	M	1 SSE; RR N	745	3	h60		OFL BUS ONLY. OLF to Dallas NAS. Use rnwys. Cattle-fld intermittently.
Odessa, Ector County	M	5 NNW; hwy W	2988	4	h43-*L1-S5-U	F3	5300' strip avail.
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13	(F1)	
" Nance Ranch	L	13 ESE; hwy E	3000	2	22		Hangar WNW.
(PC) Olney	M	4 WSW	1274	3	h55		Use rnwys.
Orange, Brown	L	3.6 WSW; hwy SE	20	4	50-*L4-(S1)-U	(F3)	P-line SE. Use strips. FEE.
Orla, Tex-Line	C	13.7 NNW; hwy W	2900	2	31		
Ozona	M	4.9 WSW; hwy N	2474	5	42		P-line NNW.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	L	1 N	2330	2	40		Stock on fld.
" Miller Ranch	L	11.9 SSW; hwy E	2200	3	29		Rolling. Loose rock on N, S, E/W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
" Martin	L	4.4 NE; hwy S	1800	1	18		P-line S. Rolling.
" Triangle Ranch	L	13.7 E; lks N, S	1740	1	h38		Caution-draws.
(P) Palacios	M	2.5 NW	13	3	h50-S5-W	F3	
" Matagordo Club	P	6.5 E Pt. O'Connor	9	5	h43		Cattle on fld.
(PC) Palestine	M	4.5 WNW; hwy N	422	2	h40-B*L24-S5	F3	Lgts on req after 2400. Use rnwys.
Paloduro, J. A. Ranch Hqs.	L	2. 2 E	2800	3	24		P-line NW.
PAMPA, Le Fors	M	5.8 NNW; rd E	3235	3	h45-BL3,4	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE; rd SW	1950	2	18		Surd by mtns. Use strips.
Panhandle	C	1.6 SSW; RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW; RR SW	3600	4	29		
PARIS, Cox	M	6.6 ESE; RR N	547	3	h46	F2	Use rnwys.
" Legion	C	1.5 N; RR W					(ABANDONED).
Pearland	C	0.3 S, hwy W	51	2	20-S5	F3	P-lines NE, SW.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	N	2.2 SSW; RR W	2617	3	h72-*L4-S5	F3	
" Worsham	C	4 SSW; RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	M	3 ENE; RR NW	2942	4	30-L2-S5-U	F1	Fld lgts oper 4 hours after sunset. P-lines E, SE.
"Harbaugh	L	22.2 S; riv S	3000	4	41		
"Urban	L	13.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Pharr	C	1.8 S; hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs, McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE; hwy S	4600	2	30		
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC) Plains, Yoakum County	M	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	1.2 ENE; RR S	3350	1	27		E blkd.
(PC) " HALE COUNTY	M	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev NE rdo twr NW.
Pleasanton, Haverlah	P	1 N; riv E		1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	C	4 NW; hwy SW	6	4	33-S5	F3	
(PC) Port Isabel	M	10.5 NW	12	4	h53-S1		Use rnwys.
Portland, Hunt	C	2 WNW; bay S	35	1	15-S5	F1	
Port Lavaca, Tanner	P	3 S; hwy intsxns S	15	3	23		Prior arrangements rord for trans. use. Rgt tfc strip 35. P-lines W, SSE.
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		
Post, U Lazy S #2	L	4.5 SW	2750	2	20		
" U Lazy S Ranch #1	L	10.7 SSW; riv SW	2500	1	h20-*L4	(F1)	4500' strip avail.
Poteet	L	0.6 SW; RR E	440	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	L	4.7 NNW; lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE; RR W	130	1	23		Use strip.
" 4-G Ranch	P	12 W	280	2	21		
Presidio	L	8 NE; riv S	2580	1	21		Hills E.
(PC) Quanah	M	2 SW; hwy 1 E	1602	3	h24-S1	F1	
Quemedo, Townsend Farm	P	4 N; hwy E	800	1	26		SSE blkd.
Ralls, Watkins	P	3 N; hwy E	3200	1	26		E blkd.
Ranger	M	1.5 SSW; hwy W	1468	4	28-S5	F3	P-lines N, W.
Rankin	M	0.4 NW	2550	2	27		Loose rocks P-line S; hill N. Use strips.
" Kincaid Ranch	L	6.7 WSW; hwy S	2500	2	29		P-lines N, ESE.
Raymondville, Cde	L	3 SE; hwy N	34	1	15		P-lines N, S. Use strip.
" Fox	C	1 WSW; RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Redford	L	1.5 N; riv SW	2500	2	20		SW, SSW blkd. Rolling, ruf.
Red Springs, Arledge Rch	L	2.8 NW; hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	C	3.2 WSW	54	5	29-*L1-S3-U	F1	P-line NE, NNW. Use strips.
Rio Grande City	L	1 E; RR S	200	2	20		
" Continental Oil Co.	P	17.5 NE	450	3	25		
Roaring Springs, Buzz	C	2.3 NNE; hwy W	2600	2	26-(S1)	(F1)	P-line SW, Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Robstown	M	1 SW	77	4	h16		Asphalt broken ruf.
Rockdale	L	2.3 SSE; RR W	470	1	h33		Use rnwy.
(PC) Rockport, Aransas County	M	4.3 N; bay W	25	3	h45-BL4-S5	F3	Drilling structure W. No storage.
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	C	2.5 SE; hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2200	2	21		
" Whitefield	L	3 SSE	2000	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	P	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE; hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Draws each end of strip. Use strip.
Sabinal, McCullough	P	14.2 NNW; hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6, 3 W					ABANDONED
" Wieboldt #2	C	1 N; hwy N	970	1	30-61-W	F1	S blkd.
Salt Flat, 8A, ELP-FTW	M	80 E El Paso	3727	3	39-BL2-W		N/S Strip ruf, rolling.
(P) SAN ANGELO, Mathis	M	8 SSW; lk N	1915	4	h59-BL4-S5-W	F3	Use rnwys.
" North Concho	P	1.7 W NW; riv W, S					ABANDONED.
(P) SAN ANTONIO, International	M	7.8 N; RR SE	800	3	h54-BL46-S5-W	F4	2-way rdo rgrd ngt.
" Benham Hereford Farm	P	8 NE; RR W					(ABANDONED).
" Bexar County	C	7.1 SSW; RR NE	640	2	h37-*L34-S5	F3	Cattle on fld.
" Davis	C	6.7 N; hwy S					(ABANDONED).
" Lakefield	C	10 S; lk E, S, N	550	3	27-S5	F3	
(P) " Stinson	M	6.2 SSE; hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NNW.
San Benito	M	1.5 E; RR, hwy SW	31	2	26-B-S5-U	F3	P-line S. Use strips.
Sanderson	C	2 W; hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE; rd N	3000	2	15		Use strips. Cattle-fld.
" Bullis Gap	P	24.8 SSW; riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq	L	36 NNE; rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	13.2 NNW; hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE; rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	P	5 N; riv W	800	1	26		Cattle on fld.
" Thompson	C	2 SE; riv NE	577	2	29	(F1)	Use strips.
Santa Elena, Diamond O Rch	L	5.5 SW; hwy E	310	1	32		
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE; hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N; hwy W	350	1	50		
" La Perla	L	11.5 N; hwy E	351	1	20		
Saragosa, Rowe Farm	P	1 SW; hwy E	3150	1	19		
Seadrift	L	0.8 NW; hwy E	10	1	25		
Seguin	C	3.3 WSW; riv E	400	2	32-*L1-S5	F1	
Seminole	M	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Seymour	C	1.3 SE; hwy N	1350	2	24-(S3)	(F1)	P-line N. Use strips.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		End uphill tk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE; hwy W	4400	3	28		Use strips.
(PC) Shamrock	M	1.3 SSE; hwy W	2395	3	26-BL4	(F1)	Rgt tfc Strip 35.
Sherman	M	1.4 SE; hwy N	749	2	h28-BL4-S5	F2	Rgt tfc N, NE.
Shiro, McBride	L	2 NW; RR S	330	2	22		
Sierra Blanca, Steiler Rch	P	5.6 NNE; rd W	4550	2	27		Use strips.
Silver, Lazy X Ranch	P	4 NNW; rd E	2025	4	18		Hill E. Cattle-fld. Soft when wet.
Silverton	P	1.8 ESE; RR W	3200	3	22		P-lines N, NE, S, SW. Cattle on fld.
Sinton #1	C	1.3 E; hwy S	50	3	35-*L-S5	F3	Cattle on fld.
Sinton #2	C	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3200	1	21		
Slaton	M	2.5 NNE; hwy W	3175	2	19		NW blkd. Use strips.
Smithville	C	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld Rolling. Use strip
Snyder, Diamond M Ranch	P	10.7 WSW	2400	2	20		
" Winston	M	2.5 SW; hwy N	2427	2	h48-B*L4-S1	F3	
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet. Cattle-fld. Rolling.
" Copeland Ranch	L	15.7 NE	2360	2	31		ESE blkd; p-line S.
" Halbert Ranch	L	4.4 NW; hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW; RR SE	3104	1	28		SW blkd.
" Greever	L	7 E; rd N	3200	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E; rd N	3200	2	20		N blkd; theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE; rd N	1080	2	66		
" Flying X Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Spur	M	2.2 S, RR N	2363	3	27-*L4		
Stamford, Arledge	M	5 SE; hwy W	1603	4	h23-S5-W	F1	Use rnwys, strips. 3900' strip avail.
Stephenville	M	1.5 E; hwy W, SW	1310	3	30-14-S5	F1	
Stowell, Jones Park	L	1.2 NNW; hwy E	30	1	13	F1	
Stratford	C	1.8 NE; hwy NW	3700	4	41		E, SE blkd; p-lines NW, NW.
Strawn, Copeland Ranch	P	1.6 S; hwy E	1400	1	21		Cattle-fld S blkd. Rd crosses strip. Ruf.
Sudan	M	1 S; hwy E	3778	1	19		Use strip.
Sulphur Springs	M	1.9 NW; RR S	472	3	35-*L2		S blkd. Ruf. Soft when wet.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW; RR NE	450	3	20		P-line NE. Soft when wet.
(AF) SWEETWATER	M	3.5 W; RR S	2379	3	h62-BL4-S5-W	F4	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			TEXAS				
Taft, Worsham	C	0.8 ENE; hwy S	54	3	19-S5	F1	W, NW blkd.
Taylor	M	2.2 WNW; hwy S	520	2	h21-*L1-S3	F1	Use strip, rnwy.
Teague, G & S Sky Ranch	C	1 NRR hwy SW	506	1	17-*L		
(PC) TEMPLE, Draughon-Miller	M	5.5 NW; hwy SW	698	3	h53-B*L4-S5-W	F4	Rnwy lgts on req after 2000. Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	P	53 ENE	2000	2	13		ENE, NW blkd, N/S Strip ruf, short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	P	28.5 ENE	2950	1	14		Strip used as road. Caution-rutted.
" Stillwell	L	47.4 E; riv E	2010	2	14		
(PC) Terrell	M	1.5 SSE; RR W	490	2	h30-S1	87	Use rnwys.
" Wallace	C	2 W; hwy, RR S	500	1	23-S3	F1	P-line SSE.
Texarkana	C	6 W; RR; hwy N	340	1	22-S5	F3	No storage. Ruf. Use strip.
Texas City, Gulf Coast	C	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Cattle on fld. Use strips.
Texon, Parker	L	2.3 W; RR; hwy N	2700	4	32		Ctn-golf practice on E/W strip. Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW; rd W	1450	1	15		Caution-weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
Toyah, Burchard	P	5.4 WNW; rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		P-line N.
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
(PC) Tulia	C	1.5 NNW; hwy W	3500	3	33	(F1)	Cattle-fld. Use strips. Wet during irriga-
" Cowan Farm	L	4.6 SW; hwy E	3500	4	18		ENE, E, SE, S, WSW blkd. tion. P-line E, NE.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd p-line SSE. N/S Strip in cultiv.
" Vaughn Farm #1	L	4 WSW; hwy N	3500	4	26		N blkd; p-line NW.
" Vaughn Farm #2	L	18 SW	3670	4	40		Cattle on fld.
Turkey	C	2.7 SSW; hwy E	2350	2	27	F1	
(P) TYLER, Pounds	M	5.5 W; hwy N	544	3	h51-BL4-S5-W	F4	Use rnwys.
(PC) UVALDE, Garner	M	2.7 E; hwy NW	940	3	h17-*L4-S5-W	F1	Use rnwys.
" Kincaid Ranch	L	12 ESE; riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW; mtn W	4700	1	20		Cattle on fld.
Vanderpool, Raby Ranch	P	8N	2000	1	23		Rocky, ruf; Deer on fld.
(PC) Van Horn, Culberson County, 10, ELP-CTX	M	3.5 ENE; RR S	3955	3	h60-BL2		Caution-not maintd. Use rnwys.
Van Horn, Gifford Hill	L	9 WNW; RR N	4600	1	26		P-line ESE.
" Looney Ranch	P	35 NE; rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	P	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	P	44.5 NNE; mtn SE	3900	3	18		Cattle on fld.
Velasco, Baugh	C	0.8 NW; hwy SW	10	1	23-(S5)	(F1)	P-lines NNW, SSE. Soft when wet.
Vernon, Wilbarger County. 15, AMA-FTW	M	5 N; hwy E	1261	2	h43-BL4-S5	F1	Use rnwys.
Victoria, Ball	C	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	M	3.5 WSW; hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	M	6 NW; lk S	515	3	h57-BL4-S5-W	F4	SSE blkd p-line WSW. Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE; RR SW	130	2	16		SSE blkd. Cattle-fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW; lk W	950	1	30		Cattle on fld. Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	C	1.5 SSW; hwy E	558	1	19-S3	F1	
Weatherford	L	1 W; hwy N	1147	1	33-*L4	F3	Use strip.
" Gaare	L	3.2 SSE; RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	M	1.6 ESE; hwy W	2010	3	29-B		Bcn inop after 2400. N blkd. Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	M	1.7 NE; RR W	70	3	h25-S3	F3	Embank. N, E, S. No storage.
Wheeler, Holt	L	1.5 NE; hwy S	2500	3	25		Cattle on fld. Rolling, ruf.
Whitney	L	1.8 SSW	585	2	20		S blkd. Cattle on fld.
" Laguna Park	L	7.5 SW; dam E	590	1	18		Use strip.
" Lake Edge Harbor	L	3.1 WNW; lk W	590	1	21		P-line N. Loose rocks S end.
Wichita Falls, Gilchrist	C	7 WNW; RR S	1020	4	26-*L-S5	F1	No storage. P-line N, E, S, SW. Use strips.
" Holman	C	3.1 SSE; hwy W	985	2	30-S5	F3	Use strips.
(AF) " (SHEPPARD AFB)	M	5.8 N; hwy W	1029	5	h70-BL4-S5-W	F4	Rnwys 8-26 and 3200' SE end Rnwy 12-30 perm clsd. 3300' NW end Rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R-35C, 35R, 30, 30, indicated by amber lgt mrkrs. No 91/96 octane avail.
Wimberley, Eagle Rock Rch	L	2.4 NNW	1000	1	h26	F3	Deep gully each end of rnwy.
(P) Wink, 18, ELP-FTW	M	3.6 WNW	2824	3	h70-BL4-S5-W	F3	
Winnsboro, Mulinax	L	1.3 SE	533	1	25		P-line N. Cattle-fld. Ruf.
Winters	C	2 NW; hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	P	1.2 NNW	720	1	19		NNE blkd.
" Henington	P	1.2 NW	680	1	22		SE blkd.
Woodson	L	1 SW; hwy S	1250	2	15	(F1)	
Yoakum, 7 SAT-HOU	M	5 NW; hwy N	387	2	39-BL2		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
			TEXAS				
NEW AIRPORTS (or airports out of alphabetical alignment)							
Anson, Steen	L	2.5 NE; hwy W	1700	1	20		
Haskell, Paint Creek Plant	P	10.8 ESE; dam SSE	1440	1	18		Use strips.
Harlingen	C	5.5 NNW	40	2	24-S3	F3	P-lines W, N.
← Abilene, New Abilene	M	3.5 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
			UTAH				
(PC) Beaver	M	3.2 SSW	5853	2	47		
Blanding	M	2.9 S; hwy E, S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
← Bountiful-Sky Haven	C	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail. P-line NNW. NW/SSE strip soft when wet.
(PC) Brigham City	M	3 NW; RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon, 45, LAX-DEN	M	5 N; rd S	7586	2	h74-BL4-S1-W		Rnwy 12-30 clsd-snow, ice. Strip-ruf.
Camp Williams	M	0.4 SW; hwy E	4860	1	31		
(P) CEDAR CITY	M	2.3 NW; RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P) Delta	M	4.3 NE; hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Dragerton	M	3.7 WSW; RR N	5750	1	41		Soft when wet.
(PC) Duchesne	M	2.2 NNE; riv W	5833	3	51		
Enterprise, 39, LAX-SLC	M	8 NNE; hwy N	5204	1	39-BL2		Ruf. Soft when wet.
(PC) Fillmore	M	2 WSW; hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW; rd E, SW	5225	2	40		
(PC) Goulding Trading Post, Mounment Valley	C	0.5 N	5230	2	30		SSW, S blkd. Tk-off N, ind S. Use at own risk
Grantsville	P	0.8 S	4420	1	31-S1	F2	Ruf. Use at own risk.
Hanksville, 54, LAX-DEN	M	3.7 NNE; riv S	4480	2	63-BL4-W		N/S Strip ruf. N end soft when wet.
(PC) Heber-Valley	M	1.8 SSW; hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	M	3.5 NE; hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	M	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	M	1 NNW; hwy E	6074	1	38		
(PC) Kanab	M	2.6 S; hwy E	4856	2	h53		Caution-strip soft.
Loa, Wayne Wonderland	M	3.4 SE; hwy NE	7000	2	58		Soft when wet.
Logan, Hillcrest	C	2.6 NE	4780	2	26-S1	F2	Mtns S, E.
(PC) " -CACHE	M	4 NNW; RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	M	3.5 E; RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	M	5 N Manti; RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	C	0.5 NNW	4250	2	21		Use at own risk.
Midvale	C	3 WSW; RR S	4500	2	31-S5	F2	Rgt tfc to NNW. P-line SSE. Soft when wet
(P) Milford, 45, LAX-SLC	M	2.3 NNW; hwy E	5040	1	h50-BL4-S1-W	F1	No storage.
(PC) Moab	M	7.7 SE; hwy W	4934	1	h47		
(PC) Mount Pleasant	M	1.5 SSW; RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	M	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(P)OGDEN	M	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park	C	4S;hwy NE					(ABANDONED).
Parowan	P	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	M	2.8 ENE	5892	3	h57-BL4-S5	F2	
Promontory Point, 3,SLC-PDT	M	0.3 NW,RRE, S, W	4280	1	30-BL2		
(PC)Provo	M	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	M	1.8 SSW;RR E	5277	1	36		Rgt tfc NNE.
(PC) Roosevelt	M	2 NNE;hwy S	5109	2	h36		
(PC)St. George	M	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	M	6 SE	2887	2	h50-BL2,4-W		
(PC)Salina-Gunnison	M	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG)SALT LAKE CITY #1	M	5 WNW;hwy S	4222	3	h67-BL4-S-S5-W	F4	Rgt tfc E & S, SE
" #2	M	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	C	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park	C	2.3 E					(ABANDONED)
(PC)Spanish Fork-Springville	M	2.5 NNW;RR E,S	4529	2	h33-S5	F3	Use rnwy. strip only. Strip soft when wet. Tfc on rwny intaxn
Tooele	M	1.4 WSW;RR W	4983	1	38		
Torrey	M	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	M	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	M	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adjends of strip, rnwy E/W. Strip ruf.
Vernon	M	1.0 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
NEW AIRPORTS (for airports out of alphabetical alignment)							
White Canyon, Hite-Parker	C	1.5 NNE;riv W	3400	1	35	F2	
VERMONT							
(P)BARRE-Montpelier	M	3 W;pond 1.5 SW	1149	2	h40-BL4-S5-W	F3	P-line SSE. Use rnwys.
(PC) Bennington	M	2.5 WNW;riv N	813	2	20		CLOSED.
Bristol	M	0.7 W;riv SE	570	3	21-*L1-S5	F3	ENE,SE blkd: mtns E to S, No lndgs or take-off to ENE.
(AF, NG)BURLINGTON	M	3 E;riv 1 NE	335	3	h80-BL4,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	C	5 S;riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	C	6.3 W;RR W	120	2	19-S3	F1	N,W blkd;p-line E.
Fair Haven	M	1.5 NNW; riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	C	1.5 ESE;RR N, W	700	2	18-S3	F1	Use ENE/WSW strip emerg only. Mtns ENE.
Middlebury	C	4.3 SE;ridge E	490	1	17-*L-S5	F2	Ctn-const. Soft-wet, Use rnwy. WSW.
Newport	M	3 SSW;lk NE	930	2	h40		
(PC)RUTLAND	M	6.8 SSE;riv S	787	2	h40-L4-S3-U	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc W NW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC) St. Johnsbury	M	5.2 N;riv E	814	2	20-(S5)	(F3)	Atnd 1300 sat-daylgt hrs suns. N apch between hills. S blkd.
South Shaftsbury, Dailey	C	0.7 NNE;hwy W	760	1	17-S1	F1	
(PC)Springfield, Hartness	M	3.8 NNW;riv E	575	2	25-S5-U	F1	No Storage.
Thetford, Post Mills	C	4.7 NNW;lk NE	700	1	23-S1		S W blkd;p-line NE.
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	C	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (for airports out of alphabetical alignment)							
VIRGINIA							
Alexandria	C	4.5 SSW;hwy E	66	2	h34-S5-W	F1	4800' strip avail. Rgt tfc NE,S,E,NE blkd.
" Beacon	C	3 SSW;hwy E	246	2	h23-B*L4-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield	C	7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	C	4.5 NW;hwy NW	250	2	28-*L4-S5	F3	NW, NNW blkd.
Altavista	L	6.1 NE	650	1	20		
Arcola, Glascock	C	1 SW;rd SW,SE	250	2	26		N,NE,S blkd. Soft when wet.
Atlantic	P	0.5 N;hwy N	35	2	18		SW blkd, Use at own risk.
(PC) Blacksburg, VPI	M	1.3 SSE;RR W	2100	1	h28-*L-(S5)	(F1)	No opers n Sun A,M.
Bridgewater Shen-Myer	C	0.5 SE	1180	2	26-*L-S5	F3	NW blkd. Ctn-ngt lndgs. Soft-wet.
Bristol	C	3.5 ENE;RR NW	1885	1	20-S5	F1	
(PC)Charlottesville, University of Virginia	C	5 ESE;riv E	300	1	35-S5	F3	Ctc INSACS before lndg when wet. Rnwy 11-29 perm clsd.
Chester, Midway	C	2 E	178	1	20		(CLOSED-NOT MAINTAINED).
Clifton Forge	M	3.5 WSW;RR S	1140	1	28	F1	
Clover	C	3.5 SSW;RR E	350	2	25		P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	C	0.8 NE	1600	1	26	(F1)	1400' paved rnwy avail. Use strip.
Crewe, Mount Hall	C	3.5 NE	300	1	16	F1	
Culpeper	C	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Ant S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	M	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
Deltaville, Berryville	L	1 SW;riv S	20	1	16		Ruf.
(N)Driver, Monogram	L	2 WSW;riv W					(ABANDONED)
(PC) Emporia	M	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	C	2 SW;hwy N	350	2	28-S5	F1	E blkd. Soft when wet.
Farmville	M	2.5 NW;RR S	325	2	20-S1	F1	N blkd.
Finchley, Clarksville-Finchley	C	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N, S blkd.
(PC) Franklin	M	2.3 NE;RR,hwy S	37	3	h41-S1	F3	
Fredericksburg, Shannon	C	2.9 SSE;hwy E	50	2	30-B*L4-S5	F3	P-lines NE, SW.
Front Royal, Stokes	C	3 W;riv S	735	2	31	F1	P-line S. Use strips.
Galax	C	6.5 S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45	F1	
Gordonsville	M	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA	M	5 SSE;hwy S	438	2	32-BL2-W		SSW blkd. Soft-wet.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman	C	0.9 WNW					(ABANDONED)
Hopewell	C	3.3 E	20	3	h24-S5	F1	WSW blkd.
Hot Springs, Ingalls	C	3 S;hwy 3 W	3780	2	34	F3	P-line SW. Closed winter.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Ivor	P	0.2 SE;RR W	91	1	27		
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	M	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	M	1 ESE	339	2	21		INACTIVE, NE blkd. Soft-wet, Rolling.
Lexington	C	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	M	3.4 WSW;riv W	15	2	33-*L2		Soft when wet.
Lynchburg, Falwell	C	2.6 SE;lk SE	850	1	32	F1	No storage. Caution land E to W.
(P) " PRESTON GLEN	M	6.7 SSW;RR SE	942	3	h40-BL4-S1-W	F3	Use rnwys when wet.
Manassas	M	2.7 NW;rd SW	250	2	21-S5	F1	No storage, WSW, NNW blkd. Soft-wet.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	M	3.5 SSE;rd W	800	1	17		CLOSED.
" Lester	C	0.8 NNW;RR N					(ABANDONED).
" Morris	C	6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	P	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	C	1 SW;hwy E,NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	C	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	C	2 W;RR W	975	1	21-S5	F1	
(PC)NEWPORT NEWS, Henry	M	10.4 NNW	41	2	h50-BL4-S5	F3	
(P)NORFOLK	M	6 ENE;RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
" Glenrock	C	4.5 E	16	2	h17-S5	F3	2100' strip avail. P-line WSW.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	M	3.5 E;RR S	453	2	h26-S1	F3	
Petersburg	M	6.2 WSW;riv N	190	3	h50-S5	F3	
Portsmouth	C	7.8 WSW;RR S	22	1	h19-S3	F1	Use rnwy. S blkd. Soft when wet.
" Cumberland	C	8 S;canal 1.5 W					(ABANDONED).
Powhatan, Plainview	C	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	M	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	C	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(P)RICHMOND, Byrd	M	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd. 1000' ext on rnwy for emerg.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central	C	2.5 ENE;hwy WNW	172	4	49-S5	F3	NE, NNW, SE, SSE, SW, W blkd. P-line NW.
" Northfield	C	6.5 N;riv NE	197	2	28-*L-S5	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	C	4.8 S; RR E	120	3	27-S5	F3	
" Virginia State Police	M	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE	M	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	Equip. on fld.
Shenandoah	C	0.5 SW	950	2	20	F1	Rolling.
South Boston, Tuck	M	3.1 ENE; RR S	410	2	27		
South Hill	M	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	C	3.7 S; hwy NW	20	2	25	F1	P-line W. Use strips.
Staunton	M	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	P	4.1 S; rd E, NW	440	2	20		CLOSED.
Waverly	M	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta	P	6 WSW; riv SE					(ABANDONED)
" Valley	C	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	C	1 W; RR ESE	15	2	21-*L-S5	F1	
(PC)West Point	M	2.3 ESE; hwy N	24	3	h50-*L-S3	F1	
Williamsburg, College	C	3 NNW; RR SW	105	2	31		CLOSED. ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd, Ctn-high weeds
Winchester	M	3.4 SSE; rd E S	700	2	22-S5	F1	Clsd hvy acft. Ctn-soft.
Windsor, Garner	C	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(P)Suffolk	M	3.8 SSW	71	3	h50		
Chase City, Emiles	C	2.5 W	500	1	18		Soft when wet. P-line N.
Greys Point, Hummel	C	2.8 N Hartfield	30	2	26		
WASHINGTON							
Almira, J-Z	M	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	C	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	C	1.8 ESE; lk NW	276	aw	24-*L1-S1	F2	Rolling.
" Evergreen	C	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	M	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	C	4.1 ESE; hwy S	345	1	h22-*L1,3-S5-U	F3	Rgt tfc SW.
(P)BELLINGHAM	M	3.8 NW; hwy NE	158	3	h50-BL4,6-S5-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	M	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	C	0.5 NE; rd W	1610	?	19-*L1-(S1)	(F4)	Ctn-snow wint, E/W strip ruf.
(PC)Bremerton, Kitsap County	M	8 SW; hwy NE	482	2	h50-L4-S5	F3	Holes S half NE/SW Rnwy. Use rnwys.
" Leisureland	L	6.6 WNW; hwy S	430	1	25		Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	C	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	C	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	M	1.1 SW; RR 12 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	M	0.6 NW; riv N	174	2	h50-*L4-(S5)-W	(F3)	Code bcn, Twr NE. Use rnwys.
(PC)Chelan	M	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club, P-line hill SW, Tk-off; Indg Rnwy 16.
Cheney, Savage	P	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County Memorial	M	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	M	2.5 E; RR S	1930	1	25-(S3)	(F2)	Rgt tfc E. Hill N. Ctn-ruf.
(PC)Colfax, Whitman County	M	3 SW; hwy NNW	2171	1	24-(S1)	(F2)	
College Place, Martin	C	1.1 W; RR N	750	1	26-*L4-S5	F2	
" Sky Ranch	C	1 E	850	1	30-(S5)	(F2)	WSW ruf. SW blkd; house NE.
(PC)Colville	M	0.8 E; RR W	1878	2	h24		NW/SE Strip ruf, weeds.
(PC)Concrete	M	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
(PC)Connell	M	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd. Ruf.
Coulee City	C	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sum.; intermittently wint
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Dallesport, The Dalles	SEE: The Dalles, Oregon						
Darrington	M	0.5 NW; RR E	545	1	28		Mtns ESE. Rgt tfc WNW.
Davenport	M	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	M	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	M	1.7 NNW; hwy SW	2221	1	30-L4		Closed winter. Code bcn.
(P)Ellensburg, Bowers	M	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Enumclaw	C	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(AF)Ephrata	M	2 SE; hwy SW	1258	3	h73-BL4-(S5)-W	(F2)	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	M	1 SW; hwy S	295	1	26-*L4-(S3)-U	(F1)	Rgt tfc WSW. Hills S. No storage

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway fgld. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	19		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		Use at own risk. Cattle-fld.
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port	L	1 N					(ABANDONED)
Greenacres, Spokane Valley Sky Ranch	C	1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington	M	1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(PC)HOQUIAM, Moon Island	M	2 W; harbor S, NW	14	1	h50-BL4-S1-W	F2	Comb open rwith seaplane base.
Huntsville, Touchet Valley	C	0.5 NE; hwy S	1325	1	26-S5	F2	WSW blkd; hill ENE, N S.
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	M	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch	L	1.6 NNW; hwy S	50	1	24		INACTIVE. Soft-wet. Cattle-fld. Hill SSE. Ruf.
Kelso-Longview	M	1.8 SSE; RR SW	25	1	29-L2-S5-W	F3	
Kennewick, Twin City	M	1.3 SE; RR E					(ABANDONED).
" Vista	M	4 W; RR SE	521	2	h35-*L4		Caution-not maintained. Turf ruf.
Kent	C	1.5 SSW; RR E	30	1	29-S1	F1	Do not lnd W side of strip children-playing.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		P-line NW, SW, Rd on strip. Use at own risk.
Kittitas, Cameron	M	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S, ocean W	10	1	21		P-lines S, W, SW. Ctn-cars parked edge of fld. N end ruf, soft.
Lacrosse	C	2 SW; RR NW	1491	2	37-BL2-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	M	16 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	M	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by Mtns. Cattle-fld
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
(PC)Lind	M	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	C	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	M	0.2 SE	2270	1	23		Ruf spots.
Mead	C	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	M	4 SE; lk S	2590	1	21		Mtns N, E, W, SSW.
Mineral	L	1.8 ENE; RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE.
Montesano, Summit	C	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	M	2 NE	1200	4	27-(S5)	F2	
Mt Vernon, Barker & Dean	C	3 S; hwy W	11	1	20-*L1-S5	F1	Rolling.
Naches, C. W. Guest Rch	C	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	M	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	M	1 W; RR, hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	C	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport	M	1 N; riv SE	1457	1	25		Ctn-loose sand. Cattle-fld.
Odessa	M	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	M	1.1 E; RR NW	1041	1	24-*L4-S5	F2	Rgt tfc WSW. Ruts and holes W of N end strip. Hills SE.
(P)OLYMPIA	M	4.6 S; hwy NE	205	3	h50-BL4-S5-W	F3	
(PC)Omak	M	4.4 N; hwy E	1303	2	h46-*L1-S5	F1	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	M	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	M	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	M	2.8 NNW	402	4	h45-BL4-S5	F4	Ctn-breaks.
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	M	3 WNW	290	2	h52-BL4-S5-W	F2	P-line ESE.
Port Orchard, South Port Orchard	C	7.5 SSW; lk S	350	1	30-*L1-S5	F2	
Port Townsend-County-City	M	5 SSW; hwy ESE	110	1	33		W, WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	M	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE, NW; theater E.
(PC)PULLMAN-Moscow	M	3.4 ENE; RR S	2549	1	h49-L4-S5-W	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	C	6 S; hwy W	520	1	42-S1	F1	NNE blkd.
" -Valley	C	1.3 N; riv S	20	1	25		Use caution.
Quincy, Blanchett's	L	4.5 WSW					ABANDONED.
Randle	L	0.5 E; hwy N	890	1	17		Use at own risk. Ruf. Rgt tfc E.
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E.
(P)Renton	M	1.7 WSW; riv E	32	1	h54-BL4-S5	F2	Rgt tfc Rnwy 33. S 1000' rnwy 33 clsd to
Republic, Fairweather	M	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW. Indgs xcpt for hvy acft.
Richland-C.A.P.	C	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	P	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	M	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	M	4.8 SSE; RR E	17	2	h100-BL3,6-S5-W	F4	Rgt tfc N on strip. ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	22 SE; RR N	460	1	17		3% grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park	C	6.9 ESE; rd N	35	1	20-S6	F1	
" North Seattle	C	9.7 NNE; hwy S, W	470	1	h22-S5	F2	Ctn-mil acft may pass thru tfc pat.
(P) " -TACOMA INT'L	M	10.5 S; hwy E	416	4	h75-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW; rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	M	2.5 NW; hwy ENE	278	2	h52-*L4-S1	F2	CIVIL FACS ONLY. Ctn weeds.
Silverdale, Apex	C	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip; circle fld before lndg.
(PC)Skykomish	M	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	C	0.9 SW; RR, riv N	16	2	27-S5	F3	Ctn-apchs impaired by p-lines, NNW blkd; p-lines N, S, SSE. Rgt tfc S, SSE. Use N/S strip when strong S winds.
South Bend, Willapa Harbor	M	2.5 NNW; riv SW	16	1	30	(F2)	
Spanaway	C	1.2 SSE; hwy SW	375	1	25-*L4-S5	F1	Unlgtd p-line S. When wet S 400'-800' water covered.
Spokane, Calkins	C	3.8 N	2065	3	52-*L4-S5	F2	S, W blkd.
(P) " Felts	M	4.9 ENE; riv N	1953	2	h45-BL2,4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW Strip.
(N,AF,NG)" GEIGER	M	6 WSW; hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 2,7,34. Use rnwys.
" Lemen	C	9.5 ESE; hwy N	2040	1	32-S5	F1	Rgt tfc NE. P-line NE.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE; RR S	2000	1	18		Use strip.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	M	1.5 E; rd S	756	1	h20-*L1-S5	F2	Ctn-holes. Ruf.
Tacoma	C	4.4 W	375	2	23-S5	F3	
" Barry's Sky Harbor	C	2.3 ENE; riv SW	4	1	21-(S5)	(F2)	P-line, twrs E day mrkd. Rgt tfc W.
" Lakewood	C	6 SSW; lk SE					(ABANDONED)
" -Air-Park	C	2.9 WSW; lk W	250	1	35-S5	F2	Tfc crossing 2800' N of S end. Stack E of S end.
Tekoa, Willard	M	1.5 ENE; RR NW	2503	1	19-S5	F1	
Thatcher, Blakely	P	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's	P	1.3 NE; riv 1 N	2000	1	18		SE blkd. Stock on fld.
Tieton Reservoir, Tieton	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
Toledo-Winlock	M	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	M	1.9 NNW; riv 1.5 E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono	L	0.8 WNW; RR S	215	1	20		P-line E. Calm wind lnd E; take-off W.
Toppenish	C	3.2 SSW; hwy E	835	1	32		Ruf.
Twisp	M	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	C	4.8 ESE; hwy S	310	2	27-*L1-S5	F2	P-line S.
" Pearson	M	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE; channel ESE	100	1	18		Lnd W NW; tk-off ESE. Cattle-fld. Rolling, ruf.
(P)WALLA WALLA, City-County	M	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	M	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
(PC)Wenatchee, Fancher	C	2.5 NE; hwy S	1440	2	h33-L2-S5	F3	P-line SSE.
(PC) " PANGBORN	M	5 ESE; hwy 1 S	1245	3	h46-BL2-*4-S5-W	F4	Rnwy lgts on req after 1800. Hill NE.
Wilbur	M	2 WSW; RR SE	2175	1	30-*L1-S5	F2	P-line NE. P-line NE. Rolling.
" Kunz	L	5.2 NE; hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	M	0.5 ESE; RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop, Intercity USFS	M	4 SSE; riv SW	1650	1	32		
" Pasayten USFS	M	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P)YAKIMA	M	2.8 SSW; RR 2 E	1077	3	h50-BL4-S5-W	F4	P-line N, S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur, Gelb's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Lnd N, tk-off S. Use strip. Rolling. P-line N.
Waterville	M	1 NE; hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	M	2.1 S; hwy N	2980	1	25		Ctn-ind NE; tk-off SW. NE blkd.
Queets	L	0.7 SW; riv N	15	1	20		
Woodland	L	0.4 SE; riv E	35	1	20		Strip subject floods when riv high. Trees.
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		SW blkd. bldgs NW apch. Ruf.
Eatonville, Swanson	C	0.7 NE; RR E, W	950	1	22		Ctn-brush
(PC)Othello	M	0.7 NE; RR 1 W	1120	1	25		Ctn-gravel pit adj NE end of strip.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	C	2.6 N; hwy W	2325	1	31-S1	F3	Rgt tfc. Ridges N.
Belington, Audra	L	6 WNW; riv jct N	2100	1	16-(S3)	(F1)	Ctn-soft, muddy, rutted.
Buckhannon, Lewis	C	2.4 W; RR N	1435	aw	15-*L1-S5	F1	
Burlington, Baker's	C	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
(NG)CHARLESTON, Kanawha County	M	3 ENE; RR, riv W	981	2	h52-BL4,5,6-S1-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC)CLARKSBURG, Benedum	M	6.7 ENE; hwy S	1209	2	h37-BL4-S5	F3	
" Patton	C	7 SSE; hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	M	2.7 S; bet RR, hwy	1987	2	h45-BL4-S5-W	F3	P-lines NE, SE, SW.
Fairmont	M	3 SSW; rd S, E	1080	1	21-S5	F1	Ridge E.
Fayetteville, Fayette	C	1.6 SW; hwy E	2025	1	17-S5	F1	Ruf, rolling.
Franklin, Keller	C	1 SW; riv E	2100	1	25		Rolling.
Glendale	C	0.5 W; RR E	640	1	21-S5	F1	Ditch S.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	C	1 SW; crk, hwy E	875	1	25-S3	F1	
" Miller	C	3.4 SSW; hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Marlinton	C	1.5 NNE; rd N					(ABANDONED)
(P)Martinsburg	M	4 SSW; hwy NW	556	2	h50-BL4-S5-W	F3	Use rnwys.
" North End	L	2.5 NNE; RR W					(ABANDONED).
Moorefield	P	1 NE; RR W	980	2	25		Rolling. WNW blkd.
(P)MORGANTOWN	M	2.8 ENE; hwys N	1256	3	h36-BL2-S5-W	F3	
New Cumberland, Herron	C	4 NE	1250	3	21-S5	F1	Ctn-rd crosses NE/SW, SE/NW Strips. Rolling.
Parkersburg, Stewart	C	2.6 N; RR W	602	1	33-S5	F1	Sky-Motel.
(P) " WOOD COUNTY	M	7 NE; bet hwys	856	3	h44-BL4-S5-W	F4	
Pence Springs, Hinton-Alderson	C	1 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	M	1.2 WSW; riv N	945	1	27-BL2		
Philippi	C	4 S; hwy S	1900	2	15-*L1-S5	F1	
Princeton	M	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	C	0.5 SW; hwy E	1720	1	17-(S3)	(F1)	Atnd-wk ends, ESE blkd, No Storage.
Ronceverte, Boone	C	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rolling.
Rupert, Black's	L	1.8 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	C	4.6 WNW; riv N	400	1	26-*L2-(S3)	(F3)	Rgt tfc.
Spencer, Roane County	M	1 SE; hwys N, S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	M	3.6 ENE; rd E, S	1264	1	31-BL2		P-line SSW. Ctn, Hvy acft use in emerg only
Taplin, McDonald	C	0.5 WNW; riv N	680	1	23-S5	F1	Ridges SE, NW. Use strips.
Weirton	C	2 E	1145	1	h21-S5	F1	
Welch	M	3.4 ESE; RR S	2100	1	21-L4	F1	Ctn-wires top of ground.
(PC)Weston, Bennett	M	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	M	7.5 NNE; riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC)White Sulpher Springs, Greenbrier	M	2.3 SW; bet RR, hwy	1795	1	h35-*L4-S5	F3	Rgt tfc E.
(PC)WILEY FORD, Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris	L	3.5 NNW; riv W					(ABANDONED)
Winfield, Clark	C	6 SE; bet hwy, riv	600	1	25-S5	F1	Wooded ridge NW.
" Honaker's	L	1.5 E; RR E	550	1	18		
NEW AIRPORTS (or airports out of alphabetical alignment)							
BECKLEY, Raleigh Co. Memorial	M	3.5 E; RR NE	2504	1	h42	F3	
(P)HUNTINGTON, Tri-State	M	6.8 SW; RR W	827	1	h46-BL6	F4	Rnwy lgts on req after 2400.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line WNW.
WISCONSIN							
(PC)Antigo	M	2 ENE; hwy N	1483	2	33-*L1-(S5)	F3	
Appleton, Outagamie Co.	M	2.2 ENE; RR S	750	4	h37-BL4-S5	F2	P-line NW.
Ashland	M	2.5 SSE; RR E	727	2	22	(F2)	P-lines NE, SW. Use strips.
Baldwin	C	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-(S5)	(F1)	Atnd wk-ends. P-lines SW, NW. Use strips
Barron	M	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	C	1.7 W; lk N, E, W	910	2	27-S5	F1	Rolling.
" Midway	L	4 ESE; hwy N	910	1	21-S1	F1	SE blkd.
Beloit-Prairie	C	3.5 NNE; RR W	800	1	23-S3	F3	
Black River Falls, Jackson County	M	2 E; RR W	855	4	28-S1	F3	W, NW, NNW blkd; p-line SW.
Boscobel	C	2 NE; RR S	670	3	26-S1	F1	SW blkd; bluffs SE. Use strips.
Boulder Junction	C	1.6 NNW; lk W	1650	2	39-S3	F3	Clsd winters. Use strips. No sto.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-lines N, NE, NNE.
Briggsville, Norlings	C	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
Burlington, Wereley	C	1 SE; hwy NE	750	1	20-S1	F1	W, SSW. Irreg atnd. Rolling. Winters. Use strips.
(PC)Cable-Union	M	2.5 SE; riv N	1351	2	33-S5-U	F2	CLOSED WINTERS.
Cambridge	C	1.8 SE; hwy N	920	1	16-*L	F1	Rolling.
Cassville	M	1.2 ESE; riv SW	627	1	25		Advise use tfc pat over river. S. Use strips.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not lnd Strip 13 or tk-off Strip 31. P-line
Chetek	M	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W.
(PC)CLINTONVILLE	M	1 ESE; hwy N	828	3	h38-BL4-W	F2	
Colby-Abbotsford	C	1.2 NNE; RR E	1400	2	26-*L-S1	F1	NNE blkd.
(PC)Coloma	M	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR, hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Cornell	M	2.5 E; hwy S, W	1143	1	22		
Crandon	C	2.2 SSW; lk E	1640	1	23	F1	Use strip.
Crivitz	M	3.3 WSW; dam 1 N	680	3	30	F1	N, NW, SE, W blkd.
(PC)Cumberland	M	3 SE; lk NE	1230	3	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Dallas	L	0.7 SSE; RR W	1060	1	26-(S1)		S blkd, Rolling
Delavan, Lake Lawn	C	2.3 E; hwy S	980	1	29	(F2)	Rolling
" Swan	L	5.3 N; hwy E	890	2	27		N blkd E/W strip ruf.
Drummond, Sorenson	C	11 W; lks N, W	1275	1	20	F1	CLOSED WINTERS. Rolling.
(PC) Durand, Schlosser	C	2.4 NNW; hwy SE	800	2	26-*L-S3	F2	
Eagle River	M	1.3 NW; riv N	1644	2	36-*L-S1	F3	P-line E.
(PC) East Troy	M	0.2 W; bet hwys	822	1	20	(F1)	Atnd summers. P-line N. Do not ind when wet.
(P) EAU CLAIRE	M	3.5 NNE; riv NW	887	2	h43-BL4-W	F3	Use rnwys.
" Sky Haven	C	5 SW; bet hwys	840	2	31-(S5)	F1	
Edgerton, Tobacco City	C	2.7 N; hwy E	850	2	29-S4	F1	N blkd. Use strips.
Elkhorn, Walworth County	C	1.8 SE; hwy E	1000	2	26-*L1-S5	F2	NE, SE blkd. Use strips.
(PC) Ephraim-Fish Creek	M	2 SW; hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Patterson	C	13 WSW; lks E, S	1410	2	40	F1	N, SE blkd.
" Price Lake	C	13.7 SW; lk E	1420	2	26-S3		N blkd.
Fond du Lac	C	1.9 ENE; hwy S	769	3	28-S5-U	F2	N blkd.
(PC) Ft. Atkinson	M	3 NNE; riv E	799	1	19		
Fredonia	L	1.2 ENE; hwy W					ABANDONED.
Gills Rock, Washington Island	M	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Glidden	M	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg, 7 MPS-QT	M	1.5 NNE; riv S	927	2	42-BL4-W		Use strips.
(P) GREENBAY, Austin-Straubel	M	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	C	4.5 S; riv E	600	2	34		CLOSED-Marked.
Green Lake	L	3.8 W					(ABANDONED).
Hager City, Red Wing	See Red Wing Arpt, Minnesota under "NEW AIRPORTS"						
Hales Corners	C	0.7 SSE; hwy W	770	1	21-*L1-(S5)	F1	Use strip. Rolling.
Hartford	C	2 NNW	1080	2	21-S5	F2	SSW blkd; p-lines NNE. Use strips.
(PC) Hayward	C	2 NE; RR NW	1200	2	29		
Hika-Rutherford	C	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	M	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	M	2.2 WNW; lk S	1100	1	23		
Janesville-City	C	1.8 NNE; RR NW	880	4	23-*L-S5	F2	
(PC) " ROCK COUNTY	M	4.5 SSW; hwy E	807	3	h54-BL4-S5-W	F4	
Kenosha	C	2 S; RR W	623	2	30-*L3-S5	F3	NW blkd.
(PC) Kohler	C	1 N; hwy S	647	2	28-*L-S5	F3	SW blkd; p-line SE. Ruf. Ctn-const. Rgt tfc rnwys 34, 21.
(P) LA CROSSE	M	5 NNW; riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bodi-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd
Ladysmith, Rusk County	M	5.5 ENE; riv NW	1230	1	30		
Lake Delton, Wisconsin Dells	C	0.8 SE; hwy E	910	1	20-S3	F2	Rolling. No storage
Lake Mills	L	4.5 NW; hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	C	1.8 WNW; hwy N	1550	1	30-S5-U	F2	N blkd.
Lancaster, Vesperman	C	1 ENE	1100	1	18-S3	F2	S blkd. No sto. Atnd summers only.
Land O' Lakes, King's Gateway	C	0.5 SSE; RR W	1706	2	44-S1	F3	
Laona	C	2.7 WSW	1550	3	31-S1	F1	P-line E.
(PC) La Pointe, Madeline Island	M	1.2 ENE; hwy NW	646	1	28		
Lone Rock, 15, CHI-MPS	M	2 NNE; hwy S	717	3	38-BL2-W		Bcn lctd 1 mi, NW.
(AF, NG) MADISON, Truax	M	5 NE; RR W	859	4	h76-BL4, 6-S3-W	F4	Rds E-NE. 2-way rdo rord. Unlgtd TV ant, N; trees SW. Overrun lgts.
" Morey	C	7 WNW; hwy 1 E	928	4	33-S5	F1	S blkd.
(PC) Manitowish Waters	M	1.2 SSE; hwy NE	1600	2	36-S1	F3	
→ Manitowoc	M	1.6 NNW; RR W	653	1	h38-BL4-S5-U	F2	
(PC) Marshfield	M	2.3 SSW; hwy E	1253	3	26-*L-S5-U	F3	
Mauston	C	2.3 SE; hwy N	880	1	19-*L1-(S1)	(F1)	
Medford	C	1.8 NNE; hwy W	1410	2	16-S1	F1	Use strips.
" Taylor	C	2 SE; riv NW					(ABANDONED)
Menomonie	C	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, S W, W, NW blkd; p-line N, S, E.
Merrill	M	1.2 NNW	1280	2	h22-S3	F2	Use strips.
Milwaukee, Brown Deer	C	10 NNW; hwy N	681	2	26-S5	F2	N blkd. E, S ends ruf. Rolling.
(PC) " Curtis-Wright	M	6 NW; riv 1 W	745	5	h32-BL4-S5-U	F3	
(AF) " GENERAL MITCHELL	M	6 S; RR E, W	698	4	h67-BL4, 5, 6-S5-W	F4	P-lines NE, SE, NW. Rnwy 18-36 perm clsd. Rnwy 6-24, 4800' open to all acft days only. Rgt tfc Rnwy 1 and 6. 145 octane avail
(PC) " Maitland	M	3 ESE; riv S	588	1	h29-S3-U	F2	Rgt tfc N.
" Sky Haven	L	8 WNW; hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd transient acft.
Minocqua	C	3.3 S; hwy W	1590	4	37-S1	F1	E, W blkd. Use strips. Lnd at own risk.
Monroe, Badger	C	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-ditch E side N, S strip
Montello, Mvrland Farms Skylodge	C	1.5 NNW; lk W.	850	1	21	F1	Closed Dec and Feb. NNW blkd.
Neenah, Valley	C	3.9 SW; hwy E	760	2	21-S3	F1	P-line E. Rolling. Use strips
Neillsville-Memorial	M	5.7 W; hwy SW	1000	4	21		P-line SE. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE; hwy N, S	890	2	24		S blkd.
Oconto	M	2.6 SW; riv N	602	2	31-*L-S5	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	C	1.3 ENE; bet RR, hwy	700	2	25-*L-(S3)	F2	P-lines NE, SW, NW.
Omro, Reds	C	3 N; RR 1 E	800	2	18-*L-(S5)	F2	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC) Osceola	M	0.5 SE; hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC) OSHKOSH, Winnebago Co.	M	2 SSW; RR E	790	4	h48-BL4-S5-W	F3	S blkd; p-lines N, NE, E. Rgt tfc to/fr rnwys 4, 9.
Palmyra	M	0.5 NW; hwy E	854	1	21		
Pardeeville	L	0.6 SW; RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	C	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S, NW blkd; p-line SW. Rgt tfc SW.
" Capitol Drive	C	4.4 E; hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling.
(PC) Phillips	M	1.2 N; RR W	1475	2	35-(S5)	F2	Ctn-parked acft S. Use strips.
Plainfield	M	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	900	2	22-*L4		Use strips.
" Chaplin's	C	1 NNW; RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	C	1.7 SSW; crk N	780	1	24	F1	W blkd.
" Mael	C	1.6 NW; hwy W	820	2	30-S5	F2	P-lines S, W. Ruf.
" -Manley	L	4.5 SE	800	1	32		P-line W.
Prairie du Chien	C	2.6 SSE; hwy E	650	2	30-S1	F2	E, S blkd. Rolling. Use strips.
Pulaski, Kubiak's	L	1.5 E; RR 1 SW	780	1	24		
Racine, Horlick-Racine	C	2 N; RR E	665	4	h40-B*L4-S5-W-U	F4	Use rnwys, strips. Sod unsafe.
Reedsburg	M	1.5 E; RR S	880	2	23-S5	F1	N blkd. Major eng rprs only.
(PC) RHINELANDER-Oneida County	M	2.2 WSW; riv SE	1599	2	h39-BL4-S3-W	F3	Use strip, rnwy.
Rice Lake	M	3.9 NNE; lk W	1150	3	35		SW, W blkd; p-lines SE, NW. Use strips.
" Arrowhead	C	2 SSE; lk S	1190	2	24-*L-S1	F1	Rolling.
Ridgeland	L	1.5 NNE; hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE; RR N	960	1	19-(S3)	(F1)	
River Falls	C	0.5 NW; riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	M	0.2 NW; hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE; hwy W	640	1	19		
(PC) Shawano	M	2.3 ENE; RR S	813	3	40-*L-(S5)-U	F2	Inop tw r W; p-line SW. Ruf. Use strips.
Shell Lake	M	1.2 SE; lk N, E, S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC) Siren, Burnett County	M	2.6 NNE; hwy E	988	4	h39-BL4-S5	F2	W blkd.
Sparta-Angelo	C	2.2 NE; RR SE	800	3	25-S1	F1	ESE blkd; p-lines N, NE. Ruf.
Spencer	C	0.5 SW	1310	3	26-S3	F1	W blkd; p-line NNW. 30' tree between strips. Soft when wet.
(PC) Spooner	M	5 NE; RR 1 NW	1103	3	22		
" Commercial	C	5 N; lk NW	1072	3	26-*L-S3	F2	P-line SE. Use strips. Rolling.
(PC) STEVENS POINT	M	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
Stoughton, Nelson	C	1 E; hwy N	880	2	20-S4	F2	Use strips.
(PC) Sturgeon Bay, Cherryland	M	2 WNW	718	3	32-(S3)	F2	
Sturtevant, Air City	C	0.6 SE; hwy N	633	4	26-S3	F1	N, E, W, ENE blkd; p-lines NW, WSW.
(PC) Superior, Bong	M	2.3 S	674	2	33-*L-S5	F2	P-lines SE, NW. Use strips.
Three Lakes	M	0.5 S; RR E	1660	2	21		NW, SW blkd.
Tomah	C	1 E; RR N	970	2	26-S1	F1	N, S blkd. Ruf.
Tomahawk, Forest Protection	L	0.5 WNW; riv N	1450	3	30		Rgt tfc W, SW. No lndg to NW, SE blkd; p-line SSW. Lnd at own risk.
Valmy, Felhofer Bros.	C	0.5 S; hwy N	616	2	23-S3	F2	P-line NNE. Use strips. No sto. avail. Use rnwys.
Watertown	M	1.2 S; riv W	820	3	30-(S5)	(F2)	NW blkd. h1500'SW portion NE/S W Rnwy
→ Waukesha-County	M	1.8 N; hwy NE	904	3	31-L4-S5-U	F2	S blkd. Rolling. E/W strip soft-wet.
(PC) Waupaca	M	4 ESE; riv N, E	860	4	28-(S3)	F2	Atnd wk-ends. Use strips-wet
Waupun	C	2 WSW; hwy N	915	3	25-S3	F2	P-line N, S to s W. E/W strip ruf. Soft-wet.
(P) WAUSAU, Alexander	M	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC) Wautoma	M	2.3 SSW; lk S	858	3	28		
West Bend	M	2.5 E; riv S	880	2	31-B*L2-S5	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	C	7.2 NW; hwy N	1020	2	22-S5	F2	Ctn-soft where culvert crosses strip
Wild Rose	M	2.5 NE; riv N	990	2	34		P-line N. Rolling
Winter, Rainbow Lodge	See Ojibua, Rainbow Lodge Arpt under "NEW AIRPORTS"						
Wonewoc, Castle Rock	C	1.1 NNW; hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
→ Woodruff, Arbor Vitae	M	3 W	1600	2	25-(S5)	(F3)	Atnd wk-ends only. W blkd.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Ojibua, Rainbow Lodge	C	1.2 NE; riv S					ABANDONED.
Solon Springs	M	3 S; hwy E	1100	1	22	F1	
Lily	L	0.6 SE; hwy S					(ABANDONED).
Kendall	C	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Minong, Hultquist's Sky Resort	C	1.9 W	1180	1	24	F1	Apch blkd by trees.
Wisconsin Rapids, Peterson's	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Stone Lake, Sand Beach	C	5.8 ENE; lk N	1300	1	20	(F1)	Fuel avail summer mos only. NNE, SSW
Mauston-Woodside Ranch	L	5E; riv S.	880	1	20		CLSD WINTER. Rolling. blkd.
WYOMING							
Afton	C	0.3 S; hwy E	6239	1	48-S5	F2	N blkd; ditches W. Rgt tfc S. Cattle-fld.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	M	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	M	2.6 NNW; crk SE	4900	2	40-B-S5	F3	
" Lake De Smet-Seney Pt	L	9 N; lk W	4630	1	16		Use with ctn.
(AF) CASPER, Natrona County	M	7.5 WNW; hwy SW	5348	4	h90-BL4-S5-W-U	F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell	M	5 NNW; hwy E	5346	3	h52-S3	F3	

F-fuel octane, → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(3-23-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
(NG)CHEYENNE	M	1 N;hwy W	6156	3	h75-BL4,5,6-S5-W	F4	Avoid hospital E,Ctn-tk-off,lndg Rnwy 16 twr unable to ctl due obstn N.
(PC)Cody	M	2 ESE;hwy S	5096	2	h54-BL4-S5-U	F3	N/S rnwy clsd,P-line SW.
Cokeville	M	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	M	2 NNE	4050	2	61		
(P)Douglas	M	1.5 SE	4876	2	h50-BL4-(S5)-W	(F3)	ENE/WSW strip ruf. P-line NE.
Dull Center,Sherwin #1	C	8.4 NE;riv S	4176	2	33-(S1)	(F1)	
" Sherwin #2	P	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment,Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW,NW.
Ft. Bridger,9,SLC-OMA	M	5N; hwy E	7016	2	51-BL2-W		
(PC)Gillette	M	4.5 NNW;hwyE	4338	3	54-*L1-S5	F3	NNW/SSE strip ruf,Ctn-peak W.
" Arpk	P	1.7 ESE;RR N	4500	3	37		INACTIVE,NW blkd.
(PC)GREYBULL	M	2 NW;hwy S	3933	2	51-BL4-S5	F1	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf,N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
(PC)JACKSON	M	9 N	6438	2	57-S1	F3	Corral SSW
Kemmerer	M	1.5 NNW;RR S	7282	3	71-BL2		
Lander	M	1.5 S;riv W	5586	1	h49-S3-W	F3	No storage.
(P)LARAMIE,Brees	M	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf,Posts N,E,S,W.
Lingle	L	1.2 N;hwy E	4200	1	31		INACTIVE,P-line SE,Ruf.
Lovell	C	1 SE;hwy W	3850	1	25		CLOSED,SW blkd.
Lusk	M	2.9 E;RR,hwy S	4960	1	49-S5	F1	
(PC)Medicine Bow,31,SLC-OMA	M	1.3 SE	6646	4	37-BL2		P-line NE.
(PC)Newcastle-Mondell	M	6.2 WNW;RR N	4165	3	h45-B*L4-S1	F1	P-lines N,E.
Pavillion	L	1.2 N	5625	4	29		Embankment E.Rolling.
Pine Bluffs	M	4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	M	6 NNW;rd NE	5094	3	56-BL4-(S1)	(F1)	
(P)RAWLINS	M	2.3 NE;RR,hwyS	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	M	3.8 NW;hwySW	5476	4	51-B*L4-S1	F3	
(P)ROCK SPRINGS	M	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	Fuel avail 0800-1600,Mon-Fri.
Saratoga	M	0.7 SSW;hwy E	6900	3	68	(F1)	P-line ESE.
(P)SHERIDAN-County	M	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance,Schloredt	L	1.8 SW	4800	3	17		
Sussex,22A,CYS-GTF	M	2.5 NNE	4800	3	39-BL2		
Ten Sleep	M	0.8 S;rd NE	4250	1	23		
Thayne,Humpherys	P	2.5 NNE;riv 2 W	6000	1	29		INACTIVE,Use at own risk.
Thermopolis	M	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	M	4.2 S;hwy W	4350	4	37-*L1-(S1)	(F1)	S,W blkd;n-lines SE,SW,NW.
Wheatland	M	1.3 E	4775	1	42		Ctn-erosion,Ruf.
(PC)WORLAND	M	3.3 S;canal NW	4254	2	h52-BL4-S1	F3	NW/SE strip ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Worland,Wostenberg	L	4E;hwy S	4200	2	26		
PUERTO RICO							
Arecibo	M	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	C	2.5W;RR S	75	1	h35-S5	91	Use rnwy
MAYAGUEZ	M	4 N;RR W	29	1	h42-W	F1	
Ponce, Don Q	P	3 E;rd S	25	1	31		Soft, dangerous when wet ESE blkd.
San Juan, Puerto Rico Intn'l.	M	6 ESE;Ocean N	9	1	h78		Ctn-const, emerg use only.
SAN JUAN-Air Terminal	M	2 S;bay W	11	1	h53-BL4-S5-W	F4	ARPT OF ENTRY.
Santa Isabel	M	1 E;RR S	27	1	h40-L4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
VIRGIN ISLANDS							
ST. CROIX, Christiansted, Hamilton	M	6.5 SW;Sea S	57	1	h40-B*L4-W	F4	Use North rnwy only.
ST. THOMAS, Charlotte Amalie, Truman	M	2 W	10	1	h42-B*L4-S1-W	F3	Hill E,100' extreme eastern end Rnwy 9-27 clsd-mrkd.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations, outer compass locators and fan markers).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

At fan markers, the present tone identification (one dash, two dashes, etc.) is alternated with voice identification (e. g., "New Rochelle Fan"). Since these facilities are not listed in the ANRA pages, a list of fan markers where voice identification has been added follows:

Avon Lake, Ohio; Morgan Hill, Calif.; Smyrna, Ga.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

✓ INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88.

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

ATN	Antonito, Colo., Radiobeacon (Assignment)
BSI	Blairsville, Pa., REP (Reassignment)
GAF	Palmdale, Calif., Galbraith Field (Deletion)
LHV	Lock Haven, Pa., Lock Haven Airport (Reassignment)
LIX	Cleveland, Ohio, West Pierhead Light Station (Reassignment)
MPO	Mt. Pocono, Pa., Mt. Pocono Airport (Reassignment)
PNF	Point Marblehead, Ohio REP (Reassignment)
IV	Ivory Island, B. C. (Deletion)

(3-23-54)

✓ VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Mar. 19, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship International
Beaumont, Texas, Jefferson County
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Greensboro, N. C., High Point
Helena, Mont., Municipal

GROUND (Cont'd)

Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Reno, Nev., Municipal
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
Santa Barbara, Calif.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock

VOR CHECK POINTS (Continued):

Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumarci, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Harding
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont. 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Great Falls, Mont.
Hobart, Okla., Municipal
Knoxville, Tenn., McGhee-Tyson
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline-Quad City
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb., Municipal
Ottumwa, Iowa
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Ontario, Calif., Ontario International
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oreg., Portland International
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
White Plains, N. Y., Westchester County
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yuma, Ariz., Yuma County

✓ CORRECTION TO AIRMAN'S GUIDE: Correct Airman's Guide, Volume 8, No. 26, dated March 9, 1954, as follows:

(1) Page 6. Under Non-Standard Holding Patterns, items (9) and (10) should read ETTER, MINN. INTERSECTION AND PRESCOTT, MINN. INTERSECTION, respectively.

✓ CORRECTION TO FLIGHT INFORMATION MANUAL: Correct Flight Information Manual, Part 1, dated May 1, 1953, page 18 by changing Windsor Locks, Conn., Bradley Field CAA teletphone number to NA 3-4981.

RADAR FLIGHT ASSISTANCE SERVICE: Effective April 1, 1954, radar flight assistance service will be available in the Fort Worth Flight Advisory Area to aircraft encountering severe weather conditions. This service may be obtained by requesting radar assistance through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY". All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation.

DANGER AREA DESIGNATIONS: The following Danger Area Amendment shall be effective as dated unless otherwise advised:

AMENDMENT NO. 73 TO PART 608 - DANGER AREAS
(April 9, 1954)

(1) In Section 608.27, the Presque Isle, Maine area (D-80) published on Sept. 7, 1951 in 16 F. R. 9070 and amended on Oct. 31, 1951 in 16 F. R. 11068, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 47-00-00, long. 68-25-00; SW to lat 46-10-00, long. 68-43-00; W to lat 46-10-00, long. 70-08-00; NE to lat 47-00-00, long. 69-35-00, thence E to the point of beginning "and by changing the "Designated Altitudes" column to read: "3500' MSL to unlimited."

(2) In Section 608.14, the Antioch area (D-264) published on July 16, 1949 in 14 F. R. 4288 and amended on Oct. 14, 1950 in 15 F. R. 6908, and amended on Dec. 13, 1952 in 17 F. R. 11256, and on Nov. 10, 1953 in 18 F. R. 7056, is rescinded.

(3) In Section 608.52, the Carrington Island area (D-256), published on July 16, 1949 in 14 F. R. 4296, and amended on June 3, 1952 in 17 F. R. 4977, is rescinded.

MINIMUM EN ROUTE IFR ALTITUDES: Effective March 23, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Amber Civil Airway No. 3 is amended to read in part:		
Pueblo, Colo. (LFR)	Colorado Springs, Colo. (ILS/LOM)	8,000
Colorado Springs, Colo. (ILS/LOM)	Denver, Colo. (LFR)	8,900
(2) Red Civil Airway No. 14 is amended to eliminate:		
Lanesville (INT), Ky.	Godman AFB, Ky. (LF/RBN)	2,000
Godman AFB, Ky. (LF/RBN)	Upton (INT), Ky.	2,100
(3) Red Civil Airway No. 84 is amended to read in part:		
Meridian, Miss. (LFR)	Marion (INT), Ala.	2,000
Marion (INT), Ala.	Montgomery, Ala. (LFR) (Maxwell AFB)	1,500
(4) Blue Civil Airway No. 62 is amended to read in part:		
Flint, Mich. (LF/RBN)	Saginaw, Mich. (LF/RBN)	2,100
(5) Direct Routes - United States is amended by adding:		
*Bair (INT), Mo.	Kansas City, Kansas ILS Lclzr (Southbound)	2,500
*4,500' - Minimum receiption altitude		
(6) VOR Civil Airway No. 3 is amended to read in part:		
Kensington (INT), Md.	Lisbon (INT), Md.	*3,000
*2,000' - Minimum terrain clearance altitude		
Lisbon (INT), Md.	Parkton (INT), Md.	*3,000
*2,500' - Minimum terrain clearance altitude		
Parkton (INT), Md.	West Chester, Pa. (VOR)	*3,000
*2,000' - Minimum terrain clearance altitude		
(7) VOR Civil Airway No. 16 is amended to read in part:		
Montebello, Va. (VOR)	*Gordonsville, Va. (VOR)	6,000
*3,000' - Minimum corssing altitude at Gordonsville (VOR), W-bound		
(8) VOR Civil Airway No. 18 is amended to read in part:		
Jackson, Miss. (LFR) Direct or S alternate	Meridian, Miss. (LFR) Direct or S alternate	2,000
(9) VOR Civil Airway No. 39 is amended to read in part:		
*Gordonsville, Va. (VOR)	Herndon, Va. (VOR)	3,000
*3,000' - Minimum crossing altitude at Gordonsville (VOR), NE-bound		

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established, cancelled or redesignated, as indicated:

CANCELLATION

(1) LANESVILLE, IND. INTSXN

REDESIGNATIONS

(2) SUMMIT INTERSECTION - intersection Allentown VOR radial over Chatham H facility with Caldwell VOR 150° true radial.

(3) PALOS VERDES INTERSECTION (VHF) - intersection of the south aural course of the Los Angeles, Calif., VAR and the 256° magnetic radial of the Long Beach, Calif. VOR.

(4) GULF INTERSECTION (VHF) - intersection of the 172° magnetic radial of the Long Beach, Calif. VOR and a 090° magnetic track to the Oceanside, Calif., RBN.

(5) PACIFIC INTERSECTION (VHF) - intersection of the 137° magnetic radial of the Long Beach, Calif. VOR and a 090° magnetic track to the Oceanside, Calif., RBN.

ESTABLISHMENTS

(6) BERRY INTERSECTION - intersection of the 342° magnetic radial of the Long Beach, Calif. VOR and the 304° magnetic radial of the Ontario, Calif., VOR.

(7) CORONA INTERSECTION (VHF) - intersection of the 079° magnetic radial of the Long Beach, Calif. VOR and the 165° magnetic radial of the Ontario, Calif. VOR.

(8) WILMINGTON INTERSECTION (VHF) - intersection of the 256° magnetic radial of the Long Beach, Calif. VOR and the south course of the Los Angeles, Calif. L/MF range.

(9) FERMIN INTERSECTION (VHF) - intersection of the south aural course of the Los Angeles, Calif. VAR and the 232° magnetic radial of the Long Beach, Calif. VOR.

(10) TERMINAL INTERSECTION (VHF) - intersection of the 232° magnetic radial of the Long Beach, Calif. VOR and the south course of the Los Angeles, Calif. L/MF range.

(11) PEORIA INTERSECTION - intersection of the 184° magnetic radial of the Bradford, Ill. omnirange and the 255° magnetic radial of the Pontiac, Ill. omnirange.

(12) BEACON (LAKE MICHIGAN) INTERSECTION - intersection of the 062° magnetic radial of the Naperville omnirange and the 355° magnetic radial of the Chicago Heights omnirange. Concurrently with this designation, the present Lake Shore (VOR) intersection is cancelled.

(13) PEABODY INTERSECTION - intersection Boston VOR en route radial to Kennebunk with Gardner VOR 092° true radial.

(14) DEDHAM INTERSECTION - intersection Boston VOR en route radial to Norwick with Gardner VOR 114° true radial.

(15) FORD INTERSECTION - intersection Pittsburgh VOR en route radial to Brookville with 267° true bearing to Butler H facility.

(16) ADMIRE INTERSECTION - intersection of the 216° magnetic radial of the Topeka, Kansas omnirange and the 354° magnetic radial of Emporia, Kansas omnirange.

(17) MAPLE HILL INTERSECTION - intersection of the 252° magnetic radial of the Topeka, Kansas omnirange and the northwest course of the Forbes Air Force Base low frequency range.

(18) WABASHA INTERSECTION - intersection 035° magnetic radial of Rochester, Minn. (VOR) and 295° course of the Minneapolis, Minn. ILS. (This corrects designation that appeared in Vol. 8, No. 26 of the Airman's Guide, dated February 23, 1954.)

FLIGHT ADVISORY AMENDMENT: Effective immediately the Pittsburgh Flight Advisory Area is revised to read: "Starting at the south edge of Pittsburgh-Cleveland Boundary Line on Victor 8, west along south edge of Victor 8 to and along east edge of Blue 81 to north edge of Victor 12."

NON-STANDARD HOLDING PATTERN: Effective immediately the following non-standard holding pattern is established:

COLTS NECK (VOR) STATION - show holding on Colts Neck VOR en route radial to Atlantic City.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE and REPORTING POINT AMENDMENTS: Effective April 13, 1954, civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber Civil Airway No. 8 (Los Angeles, Calif. to The Dalles, Oregon) is amended by changing the first portion to read: "From the Los Angeles, Calif. radio range station via the intersection of the west course of the Los Angeles, Calif. radio range and the southeast course of the Camarillo, Calif. radio range; Camarillo, Calif. radio range station;"

(2) Red Civil Airway No. 13 (Wheeling, W. Va. to Boston, Mass.) is amended by changing the last portion to read: "Providence, R. I. radio range station to the intersection of a direct line between the Providence, R. I. radio range station and the Bedford, Mass. non-directional radio beacon with the west course of the Boston, Mass. radio range."

(3) Blue Civil Airway No. 75 (Cleveland, Ohio to United States-Canadian Border) is added to read: "That airspace over U. S. territory from the Cleveland, Ohio radio range station to the London, Ontario, Canada radio range station."

(3-23-54)

(4) VOR Civil Airway No. 3 (Key West, Fla. to Bangor, Me.) is amended by changing all after the Lumberton, N. C. omnirange station to read: "Lumberton, N. C. omnirange station; Raleigh, N. C. omnirange station, including an east alternate; Lawrenceville, Va. omnirange station; intersection of the Lawrenceville omnirange 035° true and the Flat Rock omnirange 171° true radials; Flat Rock, Va. omnirange station to the point of intersection of the Flat Rock omnirange 023° true and the Gordonsville, Va. omnirange 056° true radials. From the point of intersection of the Herndon, Va. omnirange 089° true and the Washington, D. C. terminal omnirange 351° true radials via the intersection of the Herndon omnirange 045° true and the Martinsburg, W. Va. omnirng 101° true radials; intersection of the Herndon omnirange 045° true and the West Chester omnirange 253° true radials; West Chester, Pa. omnirange station; Wilton, Conn. omnirange station; Hartford, Conn. omnirange station; intersection of the Hartford omnirange 044° true and the Boston omnirange 257° true radials; Boston, Mass. omnirange station; Kennebunk, Me., omnirange station; Augusta, Maine, omnirange station to the Bangor, Me. omnirange station."

(5) VOR Civil Airway No. 4 (Seattle, Wash. to Washington, D. C.) is amended between the Denver, Colo. omnirange station and the Goodland, Kansas omnirange station to read: "Denver, Colo. omnirange station; Thurman, Colo. omnirange station, including a south alternate; Goodland, Kans. omnirange station, including a north alternate via the intersection of the Thurman omnirange 085° true and the Goodland omnirange 305° true radials;" and between the St. Louis, Mo. omnirange station and the Evansville, Ind. omnirange station to read: "St. Louis, Mo. omnirange station, including a north and south alternate; Centralia, Ill. omnirange station; Evansville, Ind. omnirange station, including a south alternate;"

(6) VOR Civil Airway No. 5 (Jacksonville, Fla. to Cleveland, Ohio) is amended by deleting the portion which reads: "Louisville, Ky. omnirange station, including an east alternate from Bowling Green omnirange station to Louisville omnirange station;" and substituting the following in lieu thereof: "Louisville, Ky. omnirange station, including an east alternate from the Bowling Green, Ky. omnirange station to the Louisville, Ky. omnirange station via the intersection of the Bowling Green omnirange 063° true and the Louisville omnirange 168° true radials;"

(7) VOR Civil Airway No. 6 (Oakland, Calif. to New York, N. Y.) is amended by changing all after the Selinsgrove, Pa. omnirange station to read: "Selinsgrove, Pa. omnirange station; Allentown, Pa. omnirange station to the point of intersection of the Allentown omnirange 088° true and the Wilton, Conn. omnirange 233° true radials."

(8) VOR Civil Airway No. 8 (Long Beach, Calif. to Washington, D. C.) is amended between the Kremmling, Colo. omnirange station and the Imperial, Nebr. omnirange station to read: "Kremmling, Colo. omnirange station; Denver, Colo. omnirange station, including a north alternate; Akron, Colo. omnirange station, including a north alternate also a south alternate via the intersection of the Denver omnirange 101° true and the Akron omnirange 242° true radials; Imperial, Nebr. omnirange station, including a south alternate via the intersection of the Akron omnirange 090° true and the Imperial omnirange 238° true radials;"

(9) VOR Civil Airway No. 30 (Milwaukee, Wis. to New York, N. Y.) is amended by changing all after the Selinsgrove, Pa. omnirange station to read: "Selinsgrove, Pa. omnirange station; Allentown, Pa. omnirange station to the point of intersection of the Allentown omnirange 088° true and the Wilton, Conn. omnirange 233° true radials."

(10) VOR Civil Airway No. 51 (Chattanooga, Tenn. to Indianapolis, Ind.) is amended to read: "From the Chattanooga, Tenn. omnirange station via the Crossville, Tenn. omnirange station; Louisville, Ky. omnirange station; intersection of the Louisville omnirange 356° true and the Indianapolis omnirange 137° true radials to the Indianapolis, Ind. omnirange station."

(11) VOR Civil Airway No. 107 (Santa Barbara, Calif. to Oakland, Calif.) is amended to read: "From the Santa Barbara, Calif. omnirange station via the Bakersfield, Calif. omnirange station; Coalinga, Calif. omnirange station to the Oakland, Calif. omnirange station."

(12) VOR Civil Airway No. 132 (Akron, Colo. to Hutchinson, Kans.) is amended to read: "From the Akron, Colo. omnirange station via the Goodland, Kans. omnirange station to the Hutchinson, Kans. omnirange station."

(13) VOR Civil Airway No. 134 (Evergreen, Ala. to Atlanta, Ga.) is amended to read: "From the Evergreen, Ala. omnirange station via the Columbus, Ga. omnirange station to the Atlanta, Ga. omnirange station, excluding the portion which overlaps the Fort Denning danger area (D-129)."

(14) VOR Civil Airway No. 136 (Pulaski, Va. to Danville, Va.) is added to read: "From the Pulaski, Va. omnirange station via the intersection of the Pulaski omnirange 094° true and the Danville omnirange 297° true radials to the Danville, Va. omnirange station."

(15) VOR Civil Airway No. 140 (Montebello, Va. to New York, N. Y.) is added to read: "From the Montebello, Va. omnirange station to the Herndon, Va. omnirange station. From the point of intersection of the Philadelphia, Pa. International Airport ILS 256° true lclzr course and the West Chester, Pa. omnirange 170° true radial vai the Philadelphia, Pa. Intn'l Arpt ILS lclzr to the Colts Neck, N. J. omnirange station via the Colts Neck omnirange 246° true radial."

(16) VOR Civil Airway No. 142 (Buffalo, N. Y. to Rochester, N. Y.) is added to read: "From the Buffalo, N. Y. omnirange station via the intersection of the Buffalo omnirange 034° true and the Rochester omnirange 289° true radials to the Rochester, N. Y. omnirange station."

(17) VOR Civil Airway No. 144 (Morgantown, W. Va. to Front Royal, Va.) is added to read: "From the Morgantown, W. Va. omnirange station to the Front Royal, Va. omnirange station."

(18) VOR Civil Airway No. 146 (Poughkeepsie, N. Y. to Woodstock, Conn.) is added to read: "From the Poughkeepsie, N. Y. omnirange station to the point of intersection of the Poughkeepsie omnirange 079° true and the Norwich, Conn. omnirange 347° true radials."

(19) VOR Civil Airway No. 147 (Allentown, Pa. to Rochester, N. Y.) is added to read: "From the Allentown, Pa. omnirange station via the intersection of the Allentown omnirange 329° true and the Elmira omnirange 134° true radials; Elmira, N. Y. omnirange station; intersection of the Elmira omnirange 305° true and the Rochester omnirange 183° true radials to the Rochester, N. Y. omnirange station."

(20) VOR Civil Airway No. 148 (Thurman, Colo. to Imperial, Nebr.) is added to read: "From the Thurman, Colo. omnirange station to the Imperial, Nebr. omnirange station."

(21) VOR Civil Airway No. 149 (Allentown, Pa. to Binghamton, N. Y.) is added to read: "From the Allentown, Pa. omnirange station via the intersection of the Allentown omnirange 329° true and the Binghamton omnirange 167° true radials to the Binghamton, N. Y. omnirange station."

(22) VOR Civil Airway No. 150 is added to read: "(Unassigned)".

(23) VOR Civil Airway No. 151 (Woonsocket, R. I. to Gardner, Mass.) is added to read: "From the point of intersection of the Norwich, Conn. omnirange 043° true and the Gardner omnirange 152° true radials via the Worcester, Mass. Airport ILS LOM to the Gardner, Mass. omnirange station."

(24) VOR Civil Airway No. 152 is added to read: "(Unassigned)".

(25) VOR Civil Airway No. 153 (Stroudsburg, Pa. to Wilkes Barre, Pa.) is added to read: "From the point of intersection of the Allentown, Pa. omnirange 053° true and the Wilkes Barre-Scranton omnirange 146° true radials to the Wilkes Barre-Scranton, Pa. omnirange station."

(26) VOR Civil Airway No. 154 is added to read: "(Unassigned)".

(27) VOR Civil Airway No. 155 (Gordonsville, Va. to Front Royal, Va.) is added to read: "From the Gordonsville, Va. omnirange station to the Front Royal, Va. omnirange station."

(28) VOR Civil Airway No. 156 is added to read: "(Unassigned)".

(29) VOR Civil Airway No.157 (Lawrenceville, Va. to Richmond, Va.) is added to read: "From the Lawrenceville, Va. omnirange station to the Richmond, Va. LF radio range station, excluding the portion which overlaps the Camp Pickett danger area (D-44)."

CONTROL AREAS: (1) Blue Civil Airway No. 75 (Cleveland, Ohio to United States-Canadian Border) is added to read: "All of Blue civil airway No. 75."

(2) VOR Civil Airway No. 51 (Chattanooga, Tenn. to Indianapolis, Ind.) is amended to read: "All of VOR civil airway No. 51."

(3) VOR Civil Airway No. 107 (Santa Barbara, Calif. to Oakland, Calif.) is amended to read: "All of VOR civil airway No. 107."

(4) VOR Civil Airway No. 132 (Akron, Colo. to Hutchinson, Kans.) is amended to read: "All of VOR civil airway No. 132."

(5) VOR Civil Airway No. 136 (Pulaski, Va. to Danville, Va.) is added to read: "All of VOR civil airway No. 136."

(6) VOR Civil Airway No. 140 (Montebello, Va. to New York, N. Y.) is added to read: "All of VOR civil airway No. 140."

(7) VOR Civil Airway No. 142 (Buffalo, N. Y. to Rochester, N. Y.) is added to read: "All of VOR civil airway No. 142."

(8) VOR Civil Airway No. 144 (Morgantown, W. Va. to Front Royal, Va.) is added to read: "All of VOR civil airway No. 144."

(9) VOR Civil Airway No. 146 (Poughkeepsie, N. Y. to Woodstock, Conn.) is added to read: "All of VOR civil airway No. 146."

(10) VOR Civil Airway No.147 (Allentown, Pa. to Rochester, N. Y.) is added to read: "All of VOR civil airway No. 147."

(11) VOR Civil Airway No. 148 (Thurman, Colo. to Imperial, Nebr.) is added to read: "All of VOR civil airway No. 148."

(12) VOR Civil Airway No. 149 (Allentown, Pa. to Binghamton, N. Y.) is added to read: "All of VOR civil airway No. 149."

(13) VOR Civil Airway No. 150 is added to read: "(Unassigned)."

(14) VOR Civil Airway No. 151 (Woonsocket, R. I. to Gardner, Mass.) is added to read: "All of VOR civil airway No. 151."

(15) VOR Civil Airway No. 152 is added to read: "(Unassigned)."

(16) VOR Civil Airway No. 153 (Stroudsburg, Pa. to Wilkes Barre, Pa.) is added to read: "All of VOR civil airway No. 153."

(17) VOR Civil Airway No. 154 is added to read: "(Unassigned)."

(18) VOR Civil Airway No. 155 (Gordonsville, Va. to Front Royal, Va.) is added to read: "All of VOR civil airway No. 155."

(19) VOR Civil Airway No. 156 is added to read: "(Unassigned)."

(20) VOR Civil Airway No. 157 (Lawrenceville, Va. to Richmond, Va.) is added to read: "All of VOR civil airway No. 157."

(3-23-54)

CONTROL AREA EXTENSION: (Colorado Springs, Colo.) is amended to read: "All that airspace lying east of Amber civil airway No. 3 within a 25 mile radius of Peterson Municipal Airport, Colorado Springs, Colo."

CONTROL ZONE: (Colorado Springs, Colo.) is amended to read: "Within a 5 mile radius of Peterson Municipal Airport, within 2 miles either side of the front course of the Colorado Springs ILS lclzr extending from the lclzr to a point 10 miles south of the ILS outer marker compass lctr and within 2 miles either side of the back course of the ILS lclzr extending from the lclzr to a point 14 miles north of the localizer."

REPORTING POINTS: (1) Amber civil airway No. 8 (Los Angeles, Calif. to The Dalles, Oregon) is amended before "Camarillo, Calif. radio range station;" by adding the following reporting point: "The intersection of the west course of the Los Angeles, Calif. radio range and the southeast course of the Camarillo, Calif. radio range;" (Malibu Intersection)

Domestic VOR Reporting Points are amended by adding the following reporting points:

(2) HIGHWAY INTERSECTION - intersection of the Nashville, Tenn. omnirange 059° true and the Crossville, Tenn. omnirange 347° true radials.

(3) MEDINA INTERSECTION - intersection of the Rochester, N. Y. omnirange 289° true and the Buffalo, N. Y. omnirange 034° true radials.

(4) EL MONTE INTERSECTION - intersection of the Ontario, Calif. omnirange 292° true and the Long Beach, Calif. omnirange 357° true radials.

(5) CATALINA INTERSECTION - intersection of the Los Angeles, Calif. VAR aural course and the Long Beach, Calif. omnirange 225° true radial.

(6) BEDFORD INTERSECTION - intersection of the Pullman, Mich. omnirange 094° true and the Litchfield, Mich. omnirange 314° true radials.

(7) LOOP INTERSECTION - intersection of the Naperville, Ill. omnirange 064° true and the Chicago Heights, Ill. omnirange 345° true radials.

(8) MENDOTA INTERSECTION - intersection of the Janesville, Wis. omnirange 331° true and the Lone Rock, Wis. omnirange 104° true radials.

√AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Boise	Pocatello	San Diego
Elko	Sacramento	San Francisco
Klamath Falls	Salt Lake City	San Francisco Local
Mt. Shasta	San Antonio	WAC 470

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Orlando	3-11-54	New York Local	3-2-54	WAC 358	3-11-54
Savannah	3-9-54	Philadelphia Local	3-2-54	WAC 410	3-11-54
Winston-Salem	3-4-54	Pittsburgh Local	3-2-54	WAC 466	3-9-54
Cleveland Local	3-2-54	WAC 357	3-2-54		

Instrument Flight Charts

released since March 1, 1954

AL 9 RNG Turner AFB
AL 39 RNG Dow AFB
AL 61 RNG Rio Grande Val. Intn'l
AL 94 RNG Port Columbus Arpt
AL 110 RNG Daytona Beach Arpt
AL 150 RNG McGuire AFB
AL 160 RNG Carswell AFB
AL 185 RNG Langley AFB
AL 200 RNG Hutchinson Arpt
AL 203 RNG Indianapolis (W. C.) Arpt
AL 212 RNG Fairfax Field
AL 227 RNG Nellis AFB
AL 272 RNG Donnelly Field
AL 274 RNG Maxwell AFB
AL 291 RNG Norfolk Airport
AL 294 RNG Oakland Airport
AL 299 RNG Tinker AFB
AL 327 RNG Phillips Field
AL 432 RNG Tulsa Airport
AL 488 RNG Travis AFB
AL 639 RNG NAAS Chincoteague
AL 825 RNG Wilmington Anchorage
AL 934 RNG NAS Oceana
AL 94 ADF-2 Port Columbus Arpt
AL 118 ADF Detroit City Airport
AL 203 ADF Indianapolis (W. C.) Arpt
AL 212 ADF Fairfax Field
AL 257 ADF Miami International Airport
AL 291 ADF Norfolk Airport
AL 432 ADF-1 Tulsa Airport
AL 658 ADF Mineral Wells Airport
AL 810 ADF Kinross AFB
AL 898 ADF Johnstown Airport
AL 899 ADF Butler-Graham Airport
AL 934 ADF NAS Oceana
AL 106 ILS-1 Love Field
AL 203 ILS Indianapolis (W. C.) Arpt
AL 291 ILS Norfolk Airport
AL 395 ILS Sioux City Airport
AL 432 ILS Tulsa Airport
AL 110 VOR Daytona Beach
AL 233 VOR Adams Field
AL 257 VOR Miami International Arpt
AL 309 VOR Palacios Airport
AL 443 VOR Washington National Arpt
AL 804 VOR Friendship Intn'l Arpt
OP 94 Port Columbus Airport
OP 330 Portland Intn'l Arpt
OP 361 McNary Field

RF 2, 13, 14, 19, 24B, 25, 33, 34A, 49, 56
RF-VOR 2, 11, 12, 18, 19, 22, 35, 35A, 51, 56
Non-Standard Holding Patterns (RF 1 - 25); (RF 26 - 36); (RF 37 - 59)
RF U. S. Check List
RF Cincinnati Terminal Area; RF Tulsa Terminal Area; RF-VOR San Francisco-Oakland Terminal Area.

NEW CHARTS

AL 118 RNG-2	Detroit, Michigan	Detroit City Airport
AL 22 VOR	Ardmore, Okla.	Ardmore AFB
AL 45 VOR	Bellingham, Wash.	Bellingham Airport
AL 104 VOR	Daggett, Calif.	Daggett International Field
AL 374 VOR	San Diego, Calif.	NAS San Diego & Alaska
AL 921 VOR	Lexington, Nebr.	Lexington Airport
AL 978 VOR	McAlester, Texas	McAlester Airport
AL 979 VOR	Bryce Canyon, Utah	Bryce Canyon Airport
AL 22 ADF-1	Ardmore, Okla.	Ardmore AFB
AL 22 ADF-2	Ardmore, Okla.	Ardmore AFB
OP 974	Norfolk, Nebr.	Karl Stefan Field (Norfolk Municipal)
OP 975	Pittsfield, Mass.	Pittsfield Municipal Airport
3090	Shannon-Cairo-Bombay	

DISCONTINUED CHARTS

AL 925 RNG	Port Hueneme, Calif.	NAS Point Mugu

Flight Charts 8, 43, 217 and RC 2205 have been cancelled and will no longer be published.
NOTE: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
* • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR cmsnd as full time nav fac, all courses aligned within tolerance. Courses 360° clockwise to 070° not usable because of course bends and roughness. Min reception alt at 50 mi as follows: 300° clockwise to 070°; 4000'; 070° clockwise to 100°, 3500'; 100° clockwise to 180°, 3000'; 180° clockwise to 220°, 2000'; 220° clockwise to 300°, 2500' MSL. (3-23-54)

ALABAMA: BIRMINGHAM-RADIO: All arwy courses have mild to moderate roughness.
BIRMINGHAM ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Birmingham Municipal Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (3-19) FLD: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.
EVERGREEN-MIDDLETON FLD: Caution - vehicles and farm equip. intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. March 9, VOR shut down for approx 2 weeks. (3-11)
HUNTSVILLE ARPT: NE/SW rnwy lgts inop. (2-6)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to S/W end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to N/W end. Caution - area under const. (3-16)
MONTGOMERY-MAXWELL AFB-RADIO: USAF VHF/DF flgt-checked satisfactory. (3-15,
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR arwy radials flgt-checked at minimum instrument alt. Slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
KINGMAN ARPT: Caution - intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340 - 300° counterclockwise below 8000' and 100 - 60° counterclockwise below 12,000'. (1-21)
PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.
TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28)
TUCSON-DASIS-MONTHAN AFB-RADIO: USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3) Men and hvy equip. working at apch end Rnwys 3 and 35, during daylgt hrs - extreme caution Apch lgt sys (low intensity) and boundary lgts have been removed from Rnwy 35 and replaced with flare pots, or flashing red lgts to mark a 15 inch drop-off at the apch end of Rnwy 35 - extreme caution. (2-5)
ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.
LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (3-22)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness & bends.
WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120 - 150° have severe bends and course roughness.
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLUE CANYON ARPT, 13, SFO-SLC: Closed - snow.
BRAWLEY ARPT: Equip. on Rnwy 9-27. (11-3)
CORNING ARPT: Strip unsafe - mud. (2-3)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked. (12-3)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

CALIFORNIA: FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked.
FRESNO-AIR TERMINAL-TOWER: About Mar 22, ILS will be shut down for approx 7 days - modernization. (3-8)
GASQUET ARPT: N side of strip clsd - const.
KING CITY ARPT: Rnwy lgts inoperative. (3-10)
LONG BEACH-RADIO: Feb 8, DME and VOR voice ident feature only shut down. About April 15, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW. (3-16)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. During new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys and fld NW of temp twr, due to non-visibility. (3-4)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT: Captive balloon will be flown intermittently from ground level to 1500', 4500' from apch end Rnwy 11. FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.
MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng.
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL. (4-24)
OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR weather exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urged so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR weather should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surface to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) Mar 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses lgt moving aft to forward, 30 cycles minute. Evaluation tests 30 days Pacific Ocean Area and possibly continental U. S. (3-15)
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)
PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9000' MSL. (6-6)
PASADENA-ROSEMEAD ARPT: Work in progress W 600' NE/SW rnwy. (2-20)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac reliable up to 15 mi. (6-11)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt.
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked. (12-3)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5" rise in 75' to peak then pavement surface sloping 5" in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing onlu. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution - southeastern half of Rnwy 3-21 torn up for renovation. (3-4) Aerial motion picture flying in vicinity will be conducted intermittently Mar 8 thru Apr 23. Daylgt VFR 20 mi radius unpopulated areas within 2000' of N edge of Arwys. When operns conducted on arpt, fld will be closed to other acft. Extreme caution.
STOCKTON ARPT: Const on Rnwy 11-29, taxiways and ramps - usable days only. Rnwy 16-34 lgtd ngts. Rnwy 4-22 closed. New rnwy and taxiway lgtg being installed. (2-24)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF call changed to Homer; steers unreliable 235° - 325° and 360° - 045° clockwise below 15,000'. UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2)

COLORADO: COLORADO SPRINGS-RADIO: About April 13, LF rng and associated voice feature will be decmsnd. (3-5) Concurrently voice feature will be added to ILS LOM, Ident of LOM will be interrupted during voice transmissions. (3-12)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. Caution-extensive const on ramp in front of control tower-mrkd.
DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex., LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution. (3-5)
FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng.
GRANBY ARPT: Closed. (9-23)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
PUEBLO #2 ARPT: Equip. on fld-days. Lndg acft ctc Pueblo # 1 Arpt. Ruf. (12-29)
CONNECTICUT: HARTFORD-RADIO: Reception on 3023.5 kc unreliable except at extremely close range, due interference. (11-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
NORWICH-RADIO: DME coverage 50 mi at min enroute instr alt. (2-17)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILLIAMANTIC-WINDHAM ARPT: Caution, const and equip on fld. N/S Rnwy clsd.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi. (4-3)
DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT: Rnwy 9-27 clsd-const daily between 0800-1700E xcpt when surface winds exceed 15 mph. Ctc twr for current status.
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE crs bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.
FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (11-25)
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness. (4-16)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution- E crs below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs. (6-26)
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)
JACKSONVILLE-IMESON ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Jacksonville Municipal (Imeson) Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch control. (3-20)
LAKELAND-DRANE FLD: Rnwy 5-23 clsd-const. Open trenches intsxn Rnwys 23, 27, 31 lgtd-ngts. (1-11)
**MELBOURNE-EAU GALLIE ARPT: 215' rdo twr located 3 1/2 mi SSE was reerected March 4. This corrects Airgi Vol 8, No. 26. (3-19)
MIAMI: Flights thru D-169 prohibited below 25,000'-days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022,208,228,282,297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th street for civil acft.
ORLANDO-RADIO: VOR flgt-cheked and cmsnd on arwy radials only. Bear. from stn
FLORIDA: 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PANAMA CITY-TYNDALL AFB-RADIO: USAF LF rng unreliable. (2-24)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144,146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft in Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PENSACOLA AIRPORT-TOWER: March 11, ILS LOM flgt-checked and cmsnd. Freq 400 kc. Ident: PN. Lctd at lat 30-32-26, long. 87-12-32; 4.13 mi from N end of N/S Rnwy on extended centerline.
ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution- N/S and NE/SW Rnwys-const E side of fld. (11-23)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-19)
TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked.
**TAMPA-KNIGHT FLD: 200' rdo twr 4 mi SSW (205°T) at lat 27-55-33; long. 82-28-57 erected atop hotel. (3-5)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY-TURNER AFB-RADIO: USAF UHF/DF in opern on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)
★ATLANTA-RADIO: Smyrna FM lctd on NW course operg test basis. Mar 8, FM auto. voice ident decmsnd. Code Ident remains 4 dashes. (3-16) VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn not usable acct of excessive bends and roughness. Other courses have occasional bends and roughness - Caution.
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR operg as full time nav fac. Courses 345° clockwise to 005° from stn rough and unusable. (7-1)
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: VOR full time nav aid. Min reception alt at 60 mi as follows: 350° clockwise to 30°, 3500' MSL; 30° clockwise to 55°, 3000' MSL; 55° clockwise to 75°, 2500' MSL; 75° clockwise to 255°, 2000' MSL; 255° clockwise to 350°, 3000' MSL. Atlanta Arwy Sector has moderate to excessive roughness.
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: VOR radials 155 - 220° usable dist 50 mi min instr alt.
ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)
SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction. Men and equipment on field. (3-15)
SAVANNAH-RADIO: VOR shut down. (9-28)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
VALDOSTA-RADIO: VOR full time nav fac. Maximum usable dist at minimum instr alt at 50 mi. All course moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR flgt-checked for en route arwys use only at min instr alt xcpt on Blue Arwy 57 toward Goose Creek intsxn. (4-28)
CAYUSE CREEK USFS ARPT: Closed-construction. (8-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

IDAHO: POCATELLO-PHILLIPS ARPT-TOWER: Rcvg freq 122.5 mc intermittently unreliable due to interference. (3-17)

ST. MARIES ARPT: Minor grading. Obstn lgts being installed.

TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW,SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyong 65 mi. (3-17) USAF VHF/DF unreliable inbound headings clockwise 155° - 230° below 3000'. (1-19)

CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)

CHICAGO-RADIO: Experimental omni test signal installation at Chicago Midway Arpt has been flgt-checked and cmsnd, without voice. Lctd on Midway Arpt at 41-46-59, long 87-45-41. Freq: 112.0 mc. Ident: cont dots. (7-31) LF rng has multiples on NW course.(6-15)

CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60 ° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300'MSL. 151 to 285°, 40 mi at 2000' MSL. (4-10) VOR oper voice ident on test basis. (3-17)

CHICAGO-MEIGS FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, fld clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, fld clsd to all acft. Equip E side of rnwy. (6-14)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg. Must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business.

**DANVILLE-VERMILION COUNTY ARPT: 445' (1085' MSL) twr erected 2.5 mi NW (318°T) at lat 40-08-58, long. 87-37-35. (3-11)

MT. CARMEL ARPT: 75' oil derrick 500' from end of SE Rnwy. (7-28)

VANDALIA-RADIO: Audio and visual interference to VOR within area 5 mi radius Springfield, Ill. (7-28)

INDIANA: CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

DYER-TRIANGLE ARPT: E/W Strip clsd-const.

EVANSVILLE-RADIO: About April 1, trans freq 122.2 mc will be cmsnd. (3-4)

EVANSVILLE-DRESS MEMORIAL ARPT-TOWER: About April 1, AC twr and INSACS will be combined fac. (3-4)

FORT WAYNE-BAER FLD: 40' lgtd equip SW corner of fld. Extreme caution using Rnwys 4-22, 9-27. Rnwy 4-22 clsd to acft without functioning 2-way rdo contact with twr. Rnwy 22 clsd for take-offs without special permission from twr. (8-3)

GOSHEN-RADIO: DME 2000' MSL coverage 50 mi 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, mode c. (1-4)

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)

**INDIANAPOLIS-SHANK ARPT: 1014' (1849' MSL) lgtd twr being erected 5.5 mi N (15°T) at lat 39-53-59, long. 86-12-02. (3-15)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt. During thawing wea all acft avoid flagged area. (12-28)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.

INDIANA: **TERRE HAUTE-COX ARPT: 548' twr erected 3 mi N (10° T) at lat 39-27-57, long. 87-24-13.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

**DAVENPORT ARPT: 625' (1305' MSL) twr erected 1 mi SW (240°T) at lat 41-32-54, long. 90-28-42. (3-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

SIOUX CITY-RADIO: About April 15, INSACS and twr will operg as combined fac. (3-19)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc N and NE of N black hangar or SE corner of fld adj to Admin Bldg. Use concrete only. Ctn-hole E side of NW/SE Rnwy 1500' NW of SE end. Equip. on fld days. (11-18)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

KANSAS CITY-FAIRFAX ARPT: Const on levee and taxiways on N and E side of fld. Caution with blast from warm-up. Const on S 25' warm-up ramp at S end of N/S Rnwy. Men and machinery working on rnwys and taxiways. (7-2)

PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

TOPEKA-FORBES AFB-RADIO: USAF Z mrkr flgt-checked unsatisfactory. (2-25)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)

WICHITA-RADIO: DME coverage 50 mi at min instr alt at all azimuths.

WICHITA ARPT-TOWER: About March 24, ILS LOM will be cmsnd 4.82 mi SW from apch end NE/SW rnwy. Freq: 219 kc. Ident: "IC". (3-4) About April 1, twr will be relctd from Wichita AFB to new Municipal Arpt. Trans & recvg freqs: 118.5, 121.5, 121.7, 126.18, 137.88, 243.0, 257.8, 305.4, 348.6, 381.6 mc. Trans only - 278 kc. (3-4)

WICHITA AFB-TOWER: LOM changed to HW fac on 299 kc. Ident: IAB. OM decmsnd. (3-22)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to non-visibility Wichita twr unable to ctl movements of acft to and from Cessna Fld. Twr service lmtd to advisory tfc information only for rdo equip acft. Non rdo equipped acft must first obtain tfc pat and clearance by telephone (Dial 6-6312). Under IFR conditions ctc Wichita Twr for tfc clearance prior to entering control zone. Hvy IFR training in progress Wichita AFB adj to Cessna Fld. (12-16)

KENTUCKY: CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual crs 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touch down. (12-10)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution.

BATON-ROUGE-RYAN ARPT: Taxiway between Rnwys 35-31 and 13-17 clsd.(12-11)

150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23;long 91-13-37.(12-22)

HAMMOND ARPT: Beacon inoperative. (12-29)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°.

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250° T) at lat 29-48-18, long. 90-08-57. (1-5)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)

LOUISIANA: TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)

MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.

AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 clsd-winters. (1-14)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt.

BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)

BREWER ARPT: Open ski-equipped acft only-winters. No snow removal. (1-29)

GREENVILLE ARPT: Snow removal on Rnwy 14-22, portion of taxiway and parking area. Land at own risk.

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20)

MILLINOCKET ARPT: 6' brush on safety strips. Small depression and heaved intsxn rnwys. Patches broken pavement Rnwy 29 1000' E of intsxn on rgt of centerline and near intsxn. Contact lgts inop on Rnwys 11-29, 16-34. (11-16)

PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150-240°, 40 mi; 290-30° 35 mi at minimum instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge WNW/ESE Strip at ESE end rough.

SANFORD ARPT: Rnwy 8-26 not plowed winters. (1-18)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

SALISBURY-RADIO: VOR 46° radial rough with flyable bends 7 to 22 miles from stn. Rough to 50 mi. (3-18)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BILLERICA-SHAWSHEEN PINES ARPT: Caution-acft with wheel pants-broken spots in macadam of E/W Rnwy. E/W Rnwy half gravel and half macadam.

BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) DME 2000' MSL coverage 50 mi from 340° thru N to 20°. 1700' MSL coverage 50 mi from 20° to 250°, 3000' MSL coverage 50 mi from 250° to 340°. (6-24)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About April 7, ILS lclzr, glide slope and MM will be shut down for indefinite period-relctn. OM and LOM and apch lgt lane will remain in opern. (3-22)

BOSTON-LOGAN ARPT: Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7'' deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-REVERE SEAPLANE BASE: Closed-const.

GARDNER-RADIO: DME 5500' MSL coverage 50 mi from 270° thru N to 20°. 4000' MSL coverage 50 mi from 20° to 90°. 3000' MSL coverage 50 mi from 90° to 200°. 3500' MSL coverage 50 mi from 200° to 270°.

GARDNER ARPT: Use easterly side of NNW/SSE Strip for taxiing.

NANTUCKET-RADIO: VOR will oper on test basis until approx April 5. Freq: 117.0 mc. Ident: ACK. Lctd at lat 41-16-54, long. 70-01-38. Elev: 82'MSL. Variation: 15° W. Bear. dist to NE end of NE/SW rnwy Nantucket Arpt; 240°, 2.2 mi. DME will oper on test basis for approx 7 days. (3-17)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

ALPENA-COLLINS ARPT: N/S Strip plowed winter. Remainder of fld open ski-equip acft.

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BENTON HARBOR-ROSS ARPT: Contact St. Joseph Co. Arpt, South Bend, Ind., CAA Flight Service for rnwy conditions during snow months or use local UNICOM.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)

★DETROIT-WAYNE MAJOR ARPT-TOWER: Correct lctn ILS OM to lat 43-09-00, long. 84-24-36. (3-18) FLD: Rnwys 5-23, 14-32 and old arpt clsd, to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (12-7)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip on fld days.

ESCANABA ARPT: Ski-equipped acft use E/W Strip-avoid intsxn. Wheel acft use N/S Strip. (11-10)

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18. 130' lgtd crane boom and const in apch lane 1/4 mi from end Rnwy 22. (12-14)

GAYLORD-OTSEGO COUNTY ARPT: Closed to wheeled acft-winter. (2-3)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4)

★LANSING-CAPITAL ARPT-TOWER: March 16, ILS flgt-checked and cmsnd. Lclzr freq: 108.3 mc, with voice. Band U. Ident: LAN. Lctd 1250' W of W end E/W Rnwy. Glide slope freq: 335 mc. Lctd 400' N of centerline and 766' W of apch end E/W Rnwy. Glide slope angle: 3°. Apch bear. 273°, serving Rnwy 27. Glide slope elev: 849 MSL. Elev of glide slope at MM 1064' MSL; at OM 2086'MSL. LMM freq: 254 kc. Ident: AN. Lctd 3,330' (0.63) E of apch end of E/W Rnwy. Elev of MM 850' MSL. LOM freq: 219 kc, Ident: LA. Lctd 22,815'.(4.3) E of apch end E/W Rnwy. Elev of OM 851'MSL. (3-17) Twr transmissions on 245 kc serviceable approx 6 to 8 mi-interference. ILS LMM lmtd to usable dist of 10 mi due to interference. (3-17) FLD: Acft parked W side fld W of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

★MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF cmsnd. Call: Homer. Freq: 305.4 mc; unreliable below 4000' in all quads. (3-15)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.

OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31)

SAULT STE MARIE ARPT: About April 5, 1954 185' twr will be erected 1 mi NE (23°T) at lat 46-29-03, long. 84-21-25. (3-17)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF UHF/DF and VHF/DF avail. on req thru twr. UHF/DF operg trng status only. (2-24)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

DULUTH ARPT-TOWER: Control twr and apch control serv will continue in opern until further notice. FLD: 3' stakes marking all rnwy and taxiway lgts.

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: January 5, VOR shut down. (1-21) Freqs 3105 and 3023.5 kc unreliable. (2-19)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes.

McCOMB-PIKE CO. ARPT: ENE/WSW Strip clsd.

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down until approx May 15-relctn. (12-28)

**MERIDIAN-KEY FLD: 319' (986'MSL) lgtd TV antenna erected 4.5 mi ESE (110°T) at lat 32-19-40, long. 88-41-28. (2-26) This corrects Airgi Vol 8 No. 26. (3-15)

MISSISSIPPI: **NATCHEZ-ADAMS COUNTY ARPT: 290' (496' MSL) lgtd microwave twr erected 29 mi ENE (80°T) at lat 31-41-04, long. 90-48-57. 230' (404' MSL) lgtd microwave twr erected 6.5 mi SE (130°T) at lat 31-32-30, long. 91-12-16. (3-21)

VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears green when glide correct, amber or yellow when glide high and red when glide low.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Caution. Exten mil flgt trng operns during daylgt hrs. Mil acft rdo ctld and will give way to civil acft desiring to lnd at arpt. Civil acft should not attempt to break in tfc pat, but circle arpt until mil acft tfc pat has been interrupted by lcl mil ctl unit or downwind leg, base leg, or final apch then enter the pat for lndg apch.

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

MEXICO MEMORIAL ARPT: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (2-25)

ST. LOUIS-KRATZ FIELD: Equip. on N/S Rnwy for grading and reseeding until April 10, 1954. (3-17)

**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected March 29, 1954, 9.5 mi SE (150°T) at lat 38-37-41, long. 90-16-09. (3-11) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use Rnwys and taxi strip only. (2-19)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

ST. LOUIS-SMARTT ARPT: Auto races Sundays.

MONTANA: BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL.

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 45 mi.

DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 240° - 270° below 9500'. (1-25)

**GREAT FALLS ARPT: 440' (3770' MSL) lgtd rdo twr erected 3 mi NNW (340°T) at lat 47-31-24, long. 111-23-09. (3-13)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy has lmtd usable dist in the signal shadow areas imposed by intervening high terrain. (4-28)

LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

MULLAN PASS-RADIO: LF rng operg as HZ fac due to emergency. (3-10)

THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (2-8)

WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. (4-28)

NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lndgs, open days to lndgs for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°.

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S.

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: ELY ARPT: Const on apron. (9-2)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) 305.4 mc unreliable below 14,000'. (10-16)

LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL.

RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL. (4-23)

RENO ARPT: Rnwy 3-21 clsd-parked acft. (12-18)

SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30)

WELLS-RADIO: Only VOR arwy radials flgt-checked. (12-3)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord 800- or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Concord 840 or acft in flgt call Concord Rdo.

CONCORD-RADIO: Terrain causes roughness in NW quad VOR.

CONCORD ARPT: Broken pavement on taxiways. Ctn-3' cones placed beside lgts on Rnwys 12-30, 17-35. (11-20)

NEW JERSEY: ATLANTIC CITY-NAS-RADIO: About March 22, LF rng SW course will be realigned from 83° to 76°; NE course from 263° to 256°. (3-2)

CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500' - 30 mi from 060° thru 180° to 270°; 4000' - 20 mi from 270° to 330°.

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days.

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)

NEWARK ARPT-TOWER: DME coverage 20 mi at min instr alt. (3-4) FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acfr regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N. J. Air National Guard, T-6, T-51, F-47 and B-26 type acft based at Newark. (3-22)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld. days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (2-12)

NEW MEXICO: **ALBUQUERQUE-DEL NORTE ARPT: Abandoned, rcvd too late for inclusion in Directory of Airports. (3-22)

ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)

CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16)

GALLUP: March 8 thru Sept 8, demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)

NEW MEXICO: GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. (12-1)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
**RATON-CREWS ARPT: N/S Rnwy abandoned. (3-4)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFRopern only. (3-4)
BATAVIA ARPT: Ski operations-winters. (1-14)
BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
DANSVILLE-RADIO: About March 30, H fac will be shut down until approx Apr 6. (3-16)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: About Apr 2, VOR will be cmsnd. Freq: 117.2 mc. Ident: IDL. Lctd at lat 40-37-50, long. 73-46-22. Variation: 11°W. Elev. 10' MSL. Monitor. category (1) Voice and monitoring from Idlewild Tower. Class: VOR. (3-19)
ISLIP-RADIO: NW aural course VAR has heavy multiples 20 mi from stn.
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank-approx due W of Base. (2-15)
MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. (4-3)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0°-96° and 118°-167°; below 6000' in bound heading 206°-297°; below 5000' inbound 167°-206°, 297°-0° and 96°-118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: All const mrkd. Hangar 7 const in progress to 80' above terrain with adjoining taxiway to intersect at Rnwy 13L-31R opposite Taxiway C. (1-19)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All single eng acft use Taxiway 3 to and from Marine Air Terminal.
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min en route instr alt.
POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000'-50 mi from 290° thru 360° to 090°.
RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip crossing all rnwys, taxistrips. Caution-apchg Rnwy 2-const S end. Rnwy 10-28 clsd. (1-6)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-HANCOCK ARPT-TOWER: About April 6, ILS lclzr, glide slope and mrkrs will be shut down until approx April 27. LOM and LMM will remain in service. (3-22)
WATERTOWN ARPT: All rnwys and taxiways mrkd with 4' stakes-snow removal. (10-7)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control twr. (2-1)
NORTH CAROLINA: ASHEVILLE-RADIO: Feb 2, VAR shut down until approx May 2-relctn and conversion to VOR. (2-3)
★CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flgt-checked and cmsnd on rnwy 5. Apch angle 2.8°. Altitude over OM 2160°; over MM 970'. (3-15)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-lnd on SE 50' of NE/SW Strip.
**GREENSBORO-HIGHPOINT ARPT: 759' (1549'MSL) temp. lgtd twr erected 9 mi E (90°T) at lat 36-05-59, long. 79-45-47. (2-23) Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip on ramp.
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn.
LUMBERTON-RADIO: VOR operg on test-basis. (10-1)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)
**SALISBURY ARPT: 200' rdo twr erected 3 mi SW (210°T) at lat 35-35-30, long. 80-33-00.
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 and Rnwys 16 and 27 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine beechcraft. (1-27)
★WINSTON-SALEM-SMITH REYNOLD ARPT-TOWER: ILS LOM and LMM monitored by
** non CAA agency between 2300-0700. (3-16) ILS opers continuously. FLD: 255' lgtd chapel twr erected 2.4 mi W (270°T) at lat 36-08-06, long. 80-16-45. (3-19)
NORTH DAKOTA: FARGO-RADIO: ILS lclzr and glide slope shut down until approx April 1.
GOLVA-RADIO: VOR has severe courses distrubance area 2 mi in diameter at 5-6 mi out on radial 240° at 4300' MSL. (7-31)
OHIO: AKRON-RADIO: About Mar 23, LF rng will be shut down until approx April 13. (3-15)
AKRON ARPT: Due non-visibility twr unable to ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT-TOWER: ILS lclzr back-course has flyable bends increasing to moderate or severe approx one mi from stn. Not to be used for auto. pilot apchs. (9-15)
FLD: Use rnwys only.
CINCINNATI ARPT: Use strip indicated by lndg tee. S side of fld soft during wet weather.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail for mil acft overngt parking. (3-23-54)

OHIO: CINCINNATI-LAKEWOOD ARPT: Standard left hand pattern 400' altitude both directions. Use rnwy only-do not enter final apch with another acft on rnwy. (8-12)

CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.

**CLEVELAND-HOPKINS ARPT: 905' (1945'MSL) lgtd TV twr erected 7 mi E (95°T) at lat 41-23-09, long. 81-41-23. (3-17) Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)

COLUMBUS-RADIO: March 11, DME at VOR site shut down.

✱COLUMBUS-LOCKBOURNE AFB-RADIO: USAF UHF/DF cmsnd. Call: Homer. Freq: 236.6 mc. Usable for trng only. (3-18)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: VOR has moderate roughness in section from 120° thru 200° from stn. (9-16) Minimum en route instr alt coverage, 50 mi from 220° th ru N to 150°. Coverage 35 mi from 150° thru S to 220°. (1-8) Effect. Apr. 1, LF rng, Z mrkr and Verona FM lctd on W course of Dayton LF rng will be decmsnd. (2-15)

DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area only of concrete for taxiing in line with blacktop on taxistrip. (3-11)

DAYTON-PATTERSON WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329°-027°; below 3000' - 259°-314°; below 2500' - 180°-229° and 121° -173°. USAF VHF/DF unreliable below 3000', 295°-305°; below 2500' - 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PERRY ARPT: Effective May 15, 1954 field will be abandoned. (1-28)

PORT CLINTON-PENINSU LAR ARPT: N/S Strip closed - construction. (8-19)

SOLON ARPT: S half of S Strip under construction - rou gh, do not use. (11-6)

TOLEDO ARPT: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.

WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°.

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: **BLACKWELL ARPT: 400' (1429' MSL) lgtd chimney erected 1/2 mile NE (53°T) at lat 36-48-00, long. 97-18-00. (3-12)

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. All lndg area lgtg facs inop. (5-28)

ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300 • 1600 Thurs during VFR. (6-23)

HOBART-RADIO: VOR restricted to arwy use only • moderate to severe bends and scalloping.

**OKLAHOMA CITY: Flashing beacon atop county courthouse lctd at lat 35-28-01, long. 97• 31-06 permamently extinguished. (3-18)

OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance.

OKLAHOMA: OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)

TULSA ARPT: Lgt to moderate turbulence encountered apch end Rnwy 26-jet blast. (1-7)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL;alt. radial 140° lmtd to 37 mi usable dist at 9000' MSL.

EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. • caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

MADRAS: Caution-blasting in Willow Creek Canyon about 1 mi S of arpt. Acft avoid low flying over canyon. (8-21)

MADRAS CITY COUNTY ARPT: Men and equip on fld. (2-24)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal sh adow areas imposed by intervening high terrain. (4-28)

MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alt s. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sau vies Island, usable dist 30 mi at 3,000' MSL. (4-28)

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas, imposed by intervening high terrain. (4-28)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

PACIFIC CITY ARPT: Cau tion-intermittent const. (2-17)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

REDMOND-RADIO: VOR usable dist of many radials are lmtd in the signal shadow area imposed by intervening high terrain. (2-23) Flgt-checked for en route arwys use only at min instr alts. (4-28)

ROME-RADIO: VOR operns normal xcpt usable dist of amny radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme cau tion when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts. (4-28)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: DME 2500' MSL coverage 50 mi from 075° thru 180° to 240°; 4000'-50 mi from 240° to 290°; 4000'-40 mi from 290° to 330°; 4000' -30 mi from 330° to 055°; 4000'-50 mi from 055° to 075°. VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (1-8)

ALLENTOWN-BETHLEHEM-EASTON ARPT: Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800• 1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on Arwy V 14 and V37 within tolerance. Usable dist on V37, 40 mi at min instr alt. Other radials beyond tolerance in excess of 15 mi. (9-30)

HANOVER-DEVENER ARPT: Closed Jan, Feb and Mar. (1-6)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. About April 22, LF rng will be shut down for approx 4 days - construction. During this time facility will be used for homing only.

MT. POCONO ARPT: Fld soft and wet • use asphalt rnwy. (3-8)

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8)
FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end of Rnwy 10.
PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)
PITTSBURGH-RADIO-SPECIAL NOTICE: Effect. Jan 4, apch ctl will utilize radar to effect ctl and separation of IFR tfc arriving Greater Pittsburgh and Allegheny County Airports. Acft under these procedures will be afforded a min of three mi radar separation in lieu of standard non-radar separation. Arriving acft will be cleared by Pittsburgh apch ctl to feeder fixes at Pittsburgh Rng Stn, Butler MH, Cecil MH and Clinton or Greater Pittsburgh MH with expected apch times and holding instructions. Apch ctl will trans on 118.7 mc or other freq to meet airborne equip. needs. Radar separation and navigation will be provided to interception of the final apch course for the type of apch being utilized at which time the acft will make an ILS ADF or radar apch. Pilots who desire to make apchs other than the above should so state upon first rdo ctc with apch ctl. Standard non-radar separation will be provided to any acft if requested by pilot on firct ctc with apch ctl or to any acft not equipped to use these procedures. If no transmission is heard or pilot cannot establish commun with appch ctl durg any two minute interval after leaving the feeder fix, pilot should assume he has rdo failure and complete straight-in apch if practicable. The required separation between such acft and others in the area will be provided on the basis that acft with rdo failure will land as soon as possible. (12-23)
PITTSBURGH-ALLEGHENY CO. ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc.
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist H fac 30 mi.
SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' 30 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°; 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt. (1-8)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)
WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends on N/S and NW/SE rnways.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SOUTH CAROLINA: ANDERSON-RADIO: VOR under some conditions may indicate clockwise errors to 4° from 103° thru 121°. Clockwise errors to 5° from 169° thru 215°. (10-10)
**BARNWELL-COUNTY ARPT: 310' (490' MSL) lgtd rdo twr erected 2 mi SE (160° T) at lat 33-13-27, long. 81-21-39. (3-12)
BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR flgt-checked and cmsnd as full time nav fac. Max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)
*COLUMBIA-RADIO: Correct LF rng lat 33-56-49, long. 80-58-40. Correct VOR lat 33-57-46, long. 81-13-13. (3-17) VOR course 200° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (12-17)
COLUMBIA ARPT-TOWER: ILS lclzr, MM and OM out of service indefinitely. (3-18) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)
FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi.
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. FLD: Twr unable to observe S taxiway and final apch Rnwy 18 obstructed by bldg.
MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Danger Area (W-177) being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (11-6)
SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable until further notice. (3-2)
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165° - 290° below 5500'; 290° - 350° below 6500'; 290° - 300° on 121.5 mc at 50 mi. (1-19)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in inflgt identification and the filing of alleged violations against the pilot.
ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S end of Rnwy.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 miles at min instr alt. (2-27)
**CHATTANOOGA-LOVELL FIELD: 379' (2287' MSL) lgtd TV twr erected 8.9 mi NW (312°T) at lat 35-08-05, long. 85-19-25. (3-16)
CROSSVILLE-RADIO: VOR cmsnd as full time navigational fac. All courses aligned within tolerance. Usable dist excess 100 mi along Arwys Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE course. Jan 4, VOR shut down until approx April 4 - relctn.
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S rnwy closed ngts. (2-24)
MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at min IFR alt - 40 mi.
MEMPHIS ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect
** ctl and separation of arriving tfc destined for Memphis Municipal Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (3-20)
FLD: 409' (718'MSL) lgtd twr erected 4.6 mi NW (330° T) at lat 35-07-20, long. 90-01-32. Rnwy 9-27 clsd to all acft for westward take-off and landing. Excavation off E end. (2-18)
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°.
**NASHVILLE-BERRY FLD: 1179' (2049' MSL) lgtd TV antenna erected 11.5 mi NW (330° T) at lat 36-16-05, long. 86-47-18. (3-12) Const - new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. (3-17)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples on all courses. About April 15, INSACS will be decmsnd and re-established at Crossville approx 10 days later. Smithville LF rng will remain in opern without voice. Class: SMRAWZ. Crossville VOR class will be VORW-DTV. (3-11)
SMYRNA-SEWART AFB-RADIO: USAF VHF/DF unreliable from 290° - 030° clockwise below 4500'; unreliable in all quads below 3000'. (1-11)
TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)
**VANLEER: 300' temp lgtd twr erected 1 mi W; 44mi WNW from Berry Field, 18 mi N of Green Arwy #5. This corrects Airgi, Vol. 8, No. 26, dated March 9, 1954. (3-15)
TEXAS: AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following he helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22)

(3-23-54)

TEXAS: BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd - const. (1-28)
BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-16)
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat except during IFR conditions.
DALLAS-LOVE FLD-TOWER: About April 15, ILS lclzr and glide slope will be shut down until approx August 15. (3-18)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi in N & NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26) USAF VHF/DF on trng status. (1-28)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone: hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)
FT. WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping.
GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping.
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
HOUSTON-RADIO-SPECIAL NOTICE: Beginning 0001 Nov. 17, apch ctl utilizes radar to effect control and separation of arriving tfc destined for Houston Mun Arpt. Acft under these procedures will be afforded a minimum of 3 mi radar separation in lieu of standard non-radar separation. Standard non-radar separation will be provided to any acft if requested by pilot on first radio contact with apch ctl or to any acft which is not equipped to utilize these procedures. Acft experiencing two-way radio failure prior to receiving clearance to leave clearance limits should conform to standard radio failure procedures specified in CAR-60.
HOUSTON ARPT-TOWER: PPI apch to Rnwy 21 restricted to beyond 2 mi from arpt. (3-18)
FLD: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
LIBERTY-DARRELL FLD: 167' temp. drilling structures 5 mi WSW in area bounded by lat 27-59-00, long. 94-49-00 and lat 30-02-00, long. 94-51-30. (11-9)
**LOMETA ARPT: New Field. Lat 31-14-00, long. 98-27-00. (3-22)
MIDLAND AIRPARK-TOWER: Effect. Mar. 1, and until Sept. 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc, 121.5,126.18 mc. Rcvg 3105 kc (until Mar. 15), 3023.5 kc; 121.5,122.5,126.18 mc. Call: "Airpark Tower". (2-26)
FLD: Effect. Mar. 1, 1954 and until Sept. 1, 1954, NW/SE Rnwy will be clsd to all acft during daylgt hrs on week-days because of parked mil acft conducting refueling operns on Rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (2-26)
POTEET ARPT: Closed - const. (11-20)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
SAN ANGELO-RADIO: VOR radials 290° clockwise thru 310° moderate to severe scalloping - caution.
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unrel below 4500' MSL in all quads. (12-22)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Effective March 13, 1954, light gun will oper Sat and Sun., 0900-1900. (3-12)
SAN MARCOS-GRAY AFB-RADIO: USAF Z mrkr unreliable above 5000'. (10-29)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
USAF UHF/DF on trng status; for practice steers only. (3-2)
SINTON #1 ARPT: 87' unlgtd survey twr erected adj to hangar 200' S of W end E/W Rnwy.
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TULIA ARPT: Caution - water on rnwys during irrigation season.
TYLER-RADIO: Effect. Mar. 3, due to modernization, LF rng will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative until further notice - modernization. (3-5)
WACO-JAMES CONNALLY AFB-RADIO: USAF VHF/DF unreliable below 3000' all quads.
WICHITA FALLS-(SHEPPARD AFB): Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24)
YOAKUM ARPT SITE 7, SAT-HOU: On or about April 15, 1954, will be abandoned. (3-19)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. (3-4)
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME gnd-checked only. (12-9)
HANKSVILLE-RADIO: Only VOR arwy radials flgt-checked. (12-3)
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9)
OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. (12-2)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd - winters. No snow removal. (1-30)
BENNINGTON ARPT: Closed - construction. (10-29)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)
**BURLINGTON ARPT: Closed ski-equipped acft. (1-31) 190' lgtd water tank approx 5000' from apch end Rnwy 15 and 2500' E of centerline Rnwy 75-33. (3-21)
VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
DANVILLE-RADIO: DME shut down. (10-15)
FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4,000' MSL.
GORDONSVILLE-RADIO: VOR usable dist 50 mi at minimum instr alt. Roughness all quads.
HERNDON-RADIO: VOR radials within tolerance. Usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20) DME oper on test. (3-23)
NEWPORT NEWS-HENRY ARPT: Caution-soft shoulders NE end Rnwy 6-24. Equip. on fld.
NORFOLK-RADIO: Visual courses VAR slightly rough.
POWHATAN-PLAINVIEW ARPT: Caution - fld soft from regarding. (1-25)
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft.
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
**WAYNESBORO ARPT: Name changed to Waynesboro-Valley Arpt. Type: C. Lctn: 3.7 WNW; hwy N. Elev: 1400'. No. of rnwys: 1. Lngst rnwy & facs: 34-S5. Fuel: F1. Remarks: Soft when wet. (3-4)
**WAYNESBORO-VALLEY ARPT: Abandoned, and facs moved to Waynesboro Airport. (3-4)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

WASHINGTON: BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable 160° to 310° clockwise below 7000'; 025° to 98° below 9,000' due terrain limitations. (8-11)

LACROSSE ARPT: Fld mainly used for crop dusting.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7,000', 050-110°; below 4000', 110-240°; below 3500', 240-315°. (1-13)

ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not lnd on this portion. (10-10)

**RICHLAND-C.A.P. ARPT: 90' TV antenna erected 1 mi NW (320°T) at lat 46-15-45, long. 119-16-45. (3-8)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service until further notice. (2-9)

SEATTLE-RADIO: About April 2, Lakeview FM will be permanently discontd. (3-22)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.

SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts.

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 11,000' inbound headings 320-180° counter clockwise; below 8500' inbound headings 180-115° counter-clockwise. (12-9)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of Rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution--const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)

TACOMA-McCHORD AFB-RADIO: USAF LF rng unreliable beyond 20 mi. All courses have multiples. E course not usable during IFR. (2-15) USAF VHF/DF not flgt-checked.

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mc, lctd 3000' NW end rnwy 27 on rnwy extended centerline and glide slope, 335.0 mc, lctd 1382.86' NW apch end Rnwy 27 and 400' NE rnwy centerline operg intermittently test basis daylgt hrs until May 15. (3-22)

WEST VIRGINIA: CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL, 270° thru 330°, 30 mi at 2500' MSL. All other radials within tolerance. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)

ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10) DME shut down. (10-30)

MARTINSBURG ARPT: Glider flying - peak activity expected on week ends and holidays.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses. DME at VOR site shut down. (10-1)

WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)

JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)

LAKE TOMAHAWK-DOLHUN ARPT: Closed winters. (1-13)

MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. (3-18)

MILWAUKEE-GENERAL MITCHELL-FLD-TOWER: About April 5, ILS glide slope will be shut down for approx one week. (3-17) FLD: Formation take-offs prohibited on all rnwys without prior approval of the ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)

OSHKOSH-WINNEBAGO COUNTY ARPT: Use N/S and E/W Rnwys only - winters. (12-24)

STEVENS POINT ARPT: Taxi strip to Rnwys 3 and 12 not plowed-winters. (2-1)

WAUPUN ARPT: Closed to transient acft during spring thaw March 18 to April 15 and during year after heavy rains. (3-19)

WISCONSIN: **WAUSAU-ALEXANDER ARPT: Hvy acft use rnwys and taxiways. (3-12)

WOODRUFF-RADIO: Private MH fac shut down for approx 2 months. (1-28)

WOODRUFF-ARBOR VITAE ARPT: Rnwys kept plowed xcpt after hvy snow storms which may cause delay. Check field condition before departure. (1-28)

WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs. (3-17)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

JACKSON ARPT: E/W Rnwy clsd and fenced. (6-1)

RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.

ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-marked. (3-18)

SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (12-17)

DATES OF LATEST PRINTS

U. S. Coast and Geodetic Survey
Aeronautical Charts

All dates shown are dates to which Aeronautical Data has been corrected.
All charts carrying dates older than those shown on this list are obsolete for use in flight.

SECTIONAL

*Aberdeen	May 29, 1953	Fargo	Oct. 23, 1953	Orlando	Feb. 4, 1954
Albany	Nov. 22, 1953	*Glacier Park	Apr. 7, 1953	Phoenix	Sept. 2, 1953
Albuquerque	Aug. 25, 1953	Grand Canyon	Sept. 15, 1953	Pocatello	Sept. 29, 1953
Aroostook	Nov. 3, 1953	Grand Junction	Sept. 17, 1953	Portland	Oct. 2, 1953
Austin	Sept. 7, 1953	Green Bay	Nov. 17, 1953	Prescott	Sept. 3, 1953
Beaumont	Aug. 21, 1953	Huntington	Feb. 2, 1954	Rapid City	Oct. 15, 1953
Bellingham	Oct. 16, 1953	Jacksonville	July 26, 1953	Reno	Sept. 10, 1953
Birmingham	Aug. 5, 1953	Kansas City	Dec. 16, 1953	Roswell	Aug. 25, 1953
Boise	Sept. 18, 1953	Klamath Falls	Oct. 6, 1953	Sacramento	Sept. 29, 1953
Boston	Dec. 2, 1953	Kootenai	Oct. 13, 1953	Salina	Dec. 11, 1953
Burlington	Nov. 3, 1953	La Grande	Oct. 4, 1953	Salt Lake City	Sept. 25, 1953
Butte	Oct. 9, 1953	Lake Huron	Oct. 30, 1953	San Antonio	Aug. 23, 1953
Casper	Nov. 27, 1953	Lake Superior	Oct. 30, 1953	San Diego	Sept. 25, 1953
Charlotte	July 24, 1953	Lake of Woods	Oct. 29, 1953	San Francisco	Sept. 23, 1953
Chattanooga	July 30, 1953	Lewiston	Nov. 8, 1953	Savannah	Feb. 2, 1954
Cheyenne	Dec. 3, 1953	Lincoln	Dec. 4, 1953	Seattle	Oct. 15, 1953
Chicago	Dec. 26, 1953	Little Rock	Aug. 6, 1953	Shreveport	Aug. 12, 1953
Cincinnati	Jan. 7, 1954	Los Angeles	Sept. 20, 1953	Sioux City	Dec. 11, 1953
Cleveland	Jan. 6, 1954	Miami	Feb. 5, 1954	Spokane	Oct. 13, 1953
Corpus Christi	Sept. 17, 1953	Miles City	Oct. 11, 1953	Trinidad	Nov. 18, 1953
Dallas	Sept. 3, 1953	Milwaukee	Oct. 30, 1953	Tulsa	Dec. 18, 1953
Del Rio	Aug. 16, 1953	Minot	Oct. 25, 1953	Twin Cities	Nov. 10, 1953
Denver	Nov. 17, 1953	Mobile	Aug. 11, 1953	Washington, D.C.	Jan. 5, 1954
Des Moines	Dec. 11, 1953	Mt. Shasta	Oct. 9, 1953	Wichita	Dec. 8, 1953
Detroit	Nov. 20, 1953	Mt. Whitney	Sept. 10, 1953	Williston	Oct. 16, 1953
Douglas	Sept. 9, 1953	Nashville	Jan. 10, 1954	Winston-Salem	Feb. 2, 1954
Dubuque	Dec. 18, 1953	New Orleans	Aug. 11, 1953	Yellowstone Park	Oct. 18, 1953
Duluth	Oct. 27, 1953	New York	Jan. 15, 1954		
Elko	Sept. 21, 1953	Norfolk	Dec. 22, 1953		
El Paso	Sept. 2, 1953	Oklahoma City	Sept. 1, 1953	Hawaiian Is.	Oct. 15, 1953

WORLD AERONAUTICAL - UNITED STATES and ALASKA

WAC 62	Jan. 1952	WAC 218	Oct. 29, 1953	WAC 360	Dec. 18, 1953
WAC 63	Feb. 1953	WAC 219	Oct. 23, 1953	WAC 361	Nov. 22, 1953
WAC 64	Aug. 1953	WAC 262	Nov. 18, 1953	WAC 362	Sept. 15, 1953
WAC 76	Feb. 1953	WAC 263	Nov. 13, 1953	WAC 363	Sept. 15, 1953
WAC 77	Sept. 1953	WAC 264	Nov. 10, 1953	WAC 364	Sept. 10, 1953
WAC 78	Oct. 1952	WAC 265	Oct. 27, 1953	WAC 404	Sept. 10, 1953
WAC 117	June 1953	WAC 266	Dec. 6, 1953	WAC 405	Sept. 7, 1953
WAC 118	June 1953	WAC 267	Nov. 24, 1953	WAC 406	Aug. 28, 1953
WAC 119	July 1953	WAC 268	Sept. 30, 1953	WAC 407	Aug. 19, 1953
WAC 135	July 1953	WAC 269	Sept. 25, 1953	WAC 408	Aug. 11, 1953
WAC 136	Aug. 1953	WAC 304	Sept. 16, 1953	WAC 409	July 28, 1953
WAC 137	Aug. 1953	WAC 305	Sept. 20, 1953	WAC 410	Jan. 19, 1954
WAC 138	May 1953	WAC 306	Nov. 22, 1953	WAC 466	Jan. 20, 1954
WAC 139	May 1953	WAC 307	Dec. 4, 1953	WAC 467	July 30, 1953
WAC 186	May 1953	WAC 308	Dec. 16, 1953	WAC 468	Aug. 18, 1953
		WAC 309	Jan. 7, 1954	WAC 469	Aug. 20, 1953
		WAC 310	Jan. 10, 1954	WAC 470	Aug. 26, 1953
WAC 215	Oct. 6, 1953	WAC 357	Jan. 14, 1954	WAC 471	Sept. 4, 1953
WAC 216	Oct. 9, 1953	WAC 358	Jan. 10, 1954	WAC 522	Aug. 20, 1953
*WAC 217	Sept. 30, 1953	WAC 359	Dec. 31, 1953	WAC 525	July 29, 1953

* Will not be Revised on schedule.
★ DISCONTINUED For Publication.

DATES OF LATEST PRINTS (Continued)

Mar. 22, 1954

RADIO DIRECTION FINDING

1-DF	June 23, 1953
2-DF	May 12, 1953
3-DF	June 18, 1952
21-DF	Dec. 4, 1953
22-DF	July 9, 1953
23-DF	July 29, 1953
24-DF	Nov. 22, 1953
25-DF	Oct. 22, 1953
26-DF	Oct. 15, 1953

LOCAL

Atlanta	Aug. 6, 1953	Miami	Aug. 4, 1953
Boston	Nov. 25, 1953	New York	Jan. 20, 1954
Brownsville	Sept. 1, 1953	Norfolk	July 28, 1953
Chicago	Jan. 13, 1954	Philadelphia	Feb. 2, 1954
Cleveland	Jan. 20, 1954	Pittsburgh	Feb. 2, 1954
Dallas-Ft. Worth	Sept. 2, 1953	St. Louis	Jan. 22, 1954
Dayton	Jan. 24, 1954	San Diego	Sept. 30, 1953
Detroit	Nov. 15, 1953	San Francisco	Oct. 4, 1953
Honolulu	Dec. 15, 1953	San Juan	Oct. 31, 1953
Kansas City	Jan. 14, 1954	Seattle	Oct. 18, 1953
Los Angeles	Aug. 16, 1953	Washington	July 28, 1953

FLIGHT

FC 3	May 12, 1953	FC 175	July 16, 1953	FC 219	Oct. 2, 1953
FC 4	June 23, 1953	★FC 176	DISCONTINUED	FC 220	Nov. 12, 1953
FC 6	Nov. 10, 1953	FC 177	June 24, 1953	FC 221	Nov. 19, 1953
★FC 7	DISCONTINUED	FC 178	Aug. 5, 1953	FC 222	May 26, 1953
★FC 8	DISCONTINUED	★FC 181	DISCONTINUED	FC 223	Nov. 18, 1953
FC 9	Sept. 29, 1953	FC 182	Sept. 15, 1953	FC 224	May 19, 1953
FC 10	Sept. 29, 1953	FC 183	Oct. 13, 1953	★FC 225	DISCONTINUED
FC 11	May 26, 1953	★FC 184	DISCONTINUED	FC 226	Oct. 21, 1953
★FC 12	DISCONTINUED	FC 185	May 13, 1953	★FC 227	DISCONTINUED
★FC 13	DISCONTINUED	FC 186	May 6, 1953	FC 228	Aug. 1, 1953
FC 14	July 7, 1953	FC 187	Apr. 27, 1953	★FC 229	DISCONTINUED
★FC 15	DISCONTINUED	★FC 188	DISCONTINUED	FC 230	July 14, 1953
★FC 16	DISCONTINUED	FC 213	Apr. 16, 1953	FC 231	July 24, 1953
★FC 42	DISCONTINUED	★FC 214	DISCONTINUED	FC 232	Mar. 31, 1953
★FC 43	DISCONTINUED	FC 216	Aug. 28, 1953	FC 233	Apr. 22, 1953
FC 173	May 1, 1953	★FC 217	DISCONTINUED	FC 234	Apr. 18, 1953
FC 174	June 10, 1953	FC 218	Oct. 20, 1953		

ROUTE CHARTS

RC 2201	Chicago to Gander	Aug. 18, 1953	★RC 2207	New York San Antonio	DISCONTINUED
RC 2202	Northwest United States	May 24, 1953	RC 2208	Gulf to Great Lakes	Aug. 26, 1953
RC 2203	Northeast United States	July 21, 1953	RC 2209	Seattle Anchorage	Oct. 13, 1953
RC 2204	Western United States	May 1, 1953	RC 2210	Southwest Alaska	Sept. 15, 1953
★RC 2205	Southwest United States	DISCONTINUED	RC 2230	Ireland to Italy	May 7, 1953
RC 2206	Southeast United States	Sept. 16, 1953			

PLANNING

AP 9	Oct., 1953
3060d	Oct. 13, 1953
3069a	Aug. 4, 1953

AIRCRAFT POSITION CHARTS

3071	North Atlantic	Nov. 20, 1953
★3072	Western Europe and Africa	DISCONTINUED
3073	Caribbean Sea	Dec. 1, 1953
3095	Shannon-Cairo-Bombay	Feb. 8, 1954

INSTRUMENT FLIGHT CHARTS

For dates of latest prints of Instrument Flight Charts, see separate list of Dates of Latest Prints.

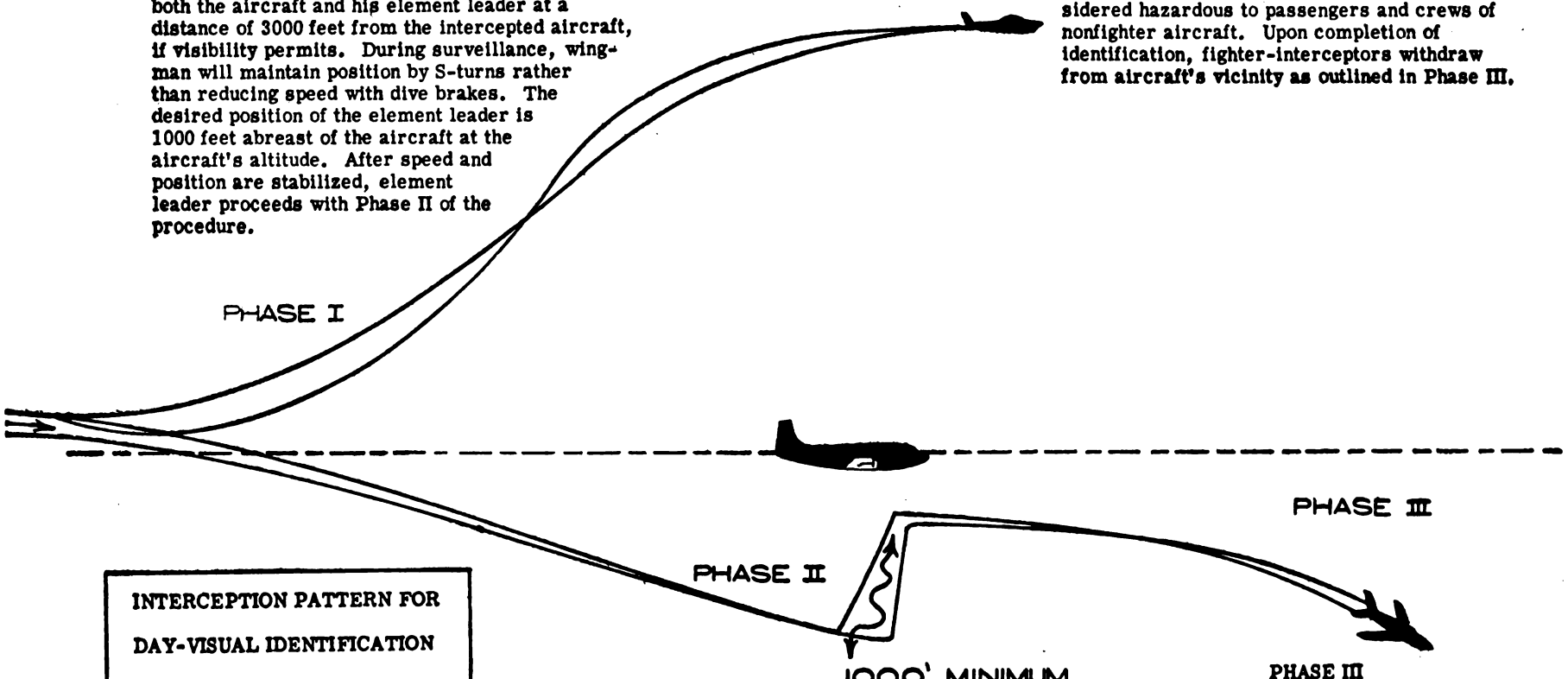
PLEASE POST IN CONSPICUOUS PLACE

PHASE I

Intercepting aircraft approach intercepted aircraft from astern. Element leader reduces throttle and extends dive brakes. Wingman continues to the opposite side of the intercepted aircraft from the leader and climbs to 4000 feet above target aircraft altitude for the purpose of maintaining surveillance, using economical power setting. Should weather ceiling not permit surveillance from this position, wingman will assume a position on either side of aircraft which will permit observation of both the aircraft and his element leader at a distance of 3000 feet from the intercepted aircraft, if visibility permits. During surveillance, wingman will maintain position by S-turns rather than reducing speed with dive brakes. The desired position of the element leader is 1000 feet abreast of the aircraft at the aircraft's altitude. After speed and position are stabilized, element leader proceeds with Phase II of the procedure.

PHASE II

Wingman continues surveillance. Element leader begins gentle closure on aircraft at same level until no closer than absolutely necessary to obtain information needed. As he gives identification information to director, wingman copies information for mission report. Element leader uses every precaution to avoid startling intercepted aircrew or passengers, keeping constantly in mind that maneuvers considered normal to a fighter aircraft may be considered hazardous to passengers and crews of nonfighter aircraft. Upon completion of identification, fighter-interceptors withdraw from aircraft's vicinity as outlined in Phase III.



INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT

August 25, 1953

PHASE III

Element leader breaks gently away from aircraft in shallow dive to pick up speed. Wingman stays well clear of intercepted aircraft and joins leader.

OHIO STATE UNIVERSITY
APR 23 1954
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AIRMAN'S GUIDE

SPECIAL NOTICE
NEW ADIZ CHART;
PART 620 CHANGE
See pages 5 and 56

SPECIAL NOTICE
USAF EXERCISE TACAIR
SPECIAL DANGER CHART
See page 55

SPECIAL NOTICE
STANDARD INSTRUMENT
APPROACH PROCEDURES
See pages 4 and 17

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS - See page 3

NOTICES TO AIRMEN Page 2

VOL. 9, NO. 2 .....APRIL 6, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries

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DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations, outer compass locators and fan markers).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

At fan markers, the present tone identification (one dash, two dashes, etc.) is alternated with voice identification (e. g., "New Rochelle Fan"). Since these facilities are not listed in the ANRA pages, a list of fan markers where voice identification has been added follows:

Avon Lake, Ohio; Morgan Hill, Calif.; Smyrna, Ga.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

✓ INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ DANGER AREA DESIGNATIONS: The following Danger Area Amendment shall be effective as dated unless otherwise advised:

AMENDMENT NO. 75 TO PART 608 - DANGER AREAS
(April 27, 1954)

In Section 608.29, the Camp Edwards, Mass., areas, published on April 21, 1949, in 14 F. R. 1949, republished on July 16, 1949, in 14 F. R. 4292, and amended on September 22, 1951 in 16 F. R. 9680, are redesignated as one area (D-14), and revised to read as follows: Location: CAMP EDWARDS (Mass.) (D-14) (Boston Chart); Description: That area within a 3-mile radius of a point at lat. 41-43-30, long. 70-32-30, excluding that portion southeast of a line between points at lat. 41-40-54, long. 70-32-52 and lat. 41-44-17, long. 70-29-11; Altitudes: Unlimited; Time: Continuous; Using Agency: Department of Army, Camp Edwards, Mass.

The printing of this publication has been approved by the Director of the Bureau of Budget, April 8, 1953

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✓ VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of April 2, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship International
Beaumont, Texas, Jefferson County
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Greensboro, N. C., High Point
Helena, Mont., Municipal

GROUND (Cont'd)

Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Reno, Nev., Municipal
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
Santa Barbara, Calif.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock

VOR CHECK POINTS (Continued):

Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumarci, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Harding
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont. 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Great Falls, Mont.
Hobart, Okla., Municipal
Knoxville, Tenn., McGhee-Tyson
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline-Quad City
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb., Municipal
Ottumwa, Iowa
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Ontario, Calif., Ontario International
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oreg., Portland International
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. I
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
White Plains, N. Y., Westchester County
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yuma, Ariz., Yuma County

NOTE: VOR RECEIVER CHECK POINTS OUT OF ALPHABETICAL ORDER:

GROUND: Pendleton, Oregon; Redmond, Oregon, Roberts Field; Thermal, Calif.
AIRBORNE: Grants, N. Mex.; Baton Rouge, La., Ryan; Houston, Texas, Municipal.

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

IAB Wichita, Kans., Wichita AFB (Change from ICT)
ICT Wichita, Kans., Wichita Airport (Change from TWC)

STANDARD INSTRUMENT APPROACH PROCEDURES: Effective with this issue, the Airman's Guide resumes regular bi-weekly publication of Standard Instrument Approach Procedures. However, they will not be carried in future issues of the Flight Information Manual. In consequence, the procedures will appear in the Guide not as supplementary data to the Manual, but rather as Notam data, thus providing supplementary and/or corroborative information to the AL charts issued by the Coast and Geodetic Survey, as well as to those charts issued by certain private publishers. To provide sufficient advance notice to charting agencies, pilots and other users, the CAA normally formulates or revises instrument approach procedures at least 30 days before their effective dates. In special cases where, because of safety factors, it is not feasible to follow this procedure, a Teletype Notam will be issued for this purpose. All standard instrument approach procedures received in the Office of Aviation Information (W-52) up to the day before the Guide goes to press will appear in that bi-weekly issue of the Guide. Thus the procedures should appear in the Airman's Guide from one to three weeks prior to the effective date, except for those procedures issued by Teletype, which will be carried in the nextGuide subsequent to their date of issuance. All procedures issued since the Guide dated October 20, 1953, (Vol. 8, No. 16) are carried in today's Guide. Please consult the end of each listing for those procedures carried out of alphabetical order.

WARNING AREAS: PLACENTIA BAY, NEWFOUNDLAND WARNING AREAS "E" AND "F": The following area has been established: Description: Beginning at lat. 46-20-00, long. 54-23-43; thence South to lat. 45-40-00, long. 54-23-43; thence West to lat. 45-40-00, long. 55-07-00; thence North to lat. 46-20-00, long. 55-07-00; thence East to point of beginning; Altitude: Unlimited; Time of Use: Continuous Monday through Saturday; Activities: Air-to-air and surface firing; Using Agency: Naval Station, Argentia, Newfoundland. The operation is now in effect and will continue indefinitely.

MINIMUM EN ROUTE IFR ALTITUDES: Effective April 6, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 3 is amended to read in part:		
Moline, Ill. (LFR)	Harmon (INT), Ill.	2,300
(2) Amber Civil Airway No. 5 is amended to read in part:		
Greenwood, Miss. (LFR)	Memphis, Tenn. (LFR)	1,800
Nesbitt, Tenn. (FM)	Memphis, Tenn. (LFR) (Northbound only)	1,500
(3) Red Civil Airway No. 85 is amended to eliminate:		
Dayton, Ohio (LFR)	Mansfield, Ohio (LF/RBN)	2,500
(4) Blue Civil Airway No. 10 is amended to read in part:		
Fresno, Calif. (LFR)	Los Banos (INT), Calif.	3,000
(5) Blue Civil Airway No. 38 is amended to read in part:		
Sisters Island, Alaska (LF/RBN)	Gustavus, Alaska (LFR)	4,500
(6) Direct Routes - United States is amended by adding:		
Ponca City, Okla. (LF/RBN)	Viola, Kans (LF/RBN)	2,500
Oxford, Kans. (LF/RBN)	Viola, Kans (LF/RBN)	2,500
Hutchinson, Kans. (LFR)	Viola, Kans. (LF/RBN)	2,800
North Fork, Kans. (LF/RBN)	Wichita, Kans. (ILS/LOM)	2,800
Hutchinson, Kans. (VOR)	Wichita, Kans. (ILS/LOM)	2,800
(7) VOR Civil Airway No. 12 is amended to read in part:		
Anthony, Kans. (VOR) Via S alternate	Wellington (INT), Kans. Via S alternate	2,500
Wellington (INT), Kans. Via S alternate	Wichita, Kans. (VOR) Via S alternate	3,000
Anthony, Kans. (VOR) Direct or N alternate	Wichita, Kans. (VOR) Direct or N alternate	3,000
(8) VOR Civil Airway No. 16 is amended by adding:		
Dover, Del. (VOR)	Atlantic City, N. J. (VAR)	1,500
(9) VOR Civil Airway No. 63 is amended to read in part:		
Burlington, Iowa (VOR)	Moline, Ill. (VOR)	2,300
(10) VOR Civil Airway No. 77 is amended to read in part:		
Ponca City, Okla. (VOR) Via W alternate	Wellington (INT), Kans. Via W alternate	2,500
Wellington (INT), Kans. Via W alternate	Wichita, Kans. (VOR) Via W alternate	3,000
Ponca City, Okla. (VOR)	Wichita, Kans. (VOR)	3,000
(11) VOR Civil Airway No. 131 is amended to read:		
Ponca City, Okla. (VOR)	Emporia, Kans. (VOR)	*3,500
*2,800' - Minimum terrain clearance altitude		
(11) VOR Civil Airway No. 131 is amended to read (Continued):		
*Cambridge (INT), Kans.	Ponca City, Okla. (VOR) (SW bound only)	2,500
*5,000' - Minimum reception altitude		

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 7, Part 1, dated May 1, 1953, as follows:

(1) Page 18. Fort Myers, Fla. Change CAA telephone number to: Edison 2-7441.

(2) Page 20. Albuquerque, N. Mex. Change CAA telephone number to: 3-7582.

FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective immediately the flight advisory area boundaries of the San Antonio, New Orleans and Fort Worth ARTC Centers are amended as follows: "Starting at 102 degrees West and the Rio Grande River direct 31-00N, 100-15W, direct 31-00N, 99-45W, direct Santa Anna, Texas direct 31-17N, 97-29W, then via an arc 25 miles south of Waco, Texas LF range to 31-27N, 96-51W, direct 31-34N, 94-36W, direct 31-29N, 94-27W, direct 31-30N, 93-46W, direct 30-10N, 93-34W, direct 29-54N, 93-33W, direct 28-41N, 93-33W, direct 28-15N, 92-40W, thence from 31-30N, 93-46W, direct 31-40N, 93-10W.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective April 27, 1954, civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber Civil Airway No. 6 (Jacksonveille, Fla., to United States Canadian Border) is amended by changing the last portion to read: "From the intersection of the east course of the Cleveland, Ohio radio range and the northeast course of the Akron, Ohio radio range via the Perry, Ohio non-directional radio beacon to the intersection of the southwest course of the Clear Creek, Ontario, Canada, radio range and the United States-Canadian Border."

(2) Red Civil Airway No. 94 (Providence, R. I. to Hyannis, Mass.) is amended to read: "From the Providence, R. I. radio range station via the Otis AFB, Falmouth, Mass. non-directional radio beacon located at lat. 41-36-15, long. 70-32-31, to the Hyannis, Mass. non-directional radio beacon, excluding the portion which lies more than 4 miles north of the centerline between this Otis AFB non-directional radio beacon and the Hyannis non-directional radio beacon."

(3) Blue Civil Airway No. 15 is amended by changing the caption to read: "(Huntington, W. Va. to Akron, Ohio)" and is now amended to read: "From the Huntington, W. Va. non-directional radio beacon via the Columbus, Ohio radio range station to the Akron, Ohio radio range station."

(4) Blue Civil Airway No. 81 (Charleston, W. Va. to U. S.-Canadian Border) is amended by changing the first portion to read: "From the Charleston, W. Va. radio range station via the Zanesville, Ohio non-directional radio beacon; Akron, Ohio radio range station to the intersection of the northeast course of the Akron, Ohio radio range and the east course of the Cleveland, Ohio radio range."....

(5) VOR Civil Airway No. 2 (Seattle, Wash. to Boston, Mass.) is amended by deleting that portion which reads: "Alexandria omnirng 137° true radial" and substituting in lieu thereof: "Alexandria omnirng 136° true radial."

(6) VOR Civil Airway No. 4 (Seattle, Wash. to Washington, D. C.) is amended between the St. Louis, Mo. omnirng stn and the Evansville, Ind. omnirng station to read: "St. Louis, Mo. omnirng station, including a north and a south alternate; Centralia, Ill. omnirng station, including a north alternate; Evansville, Ind. omnirng station, including a south alternate;"

(7) VOR Civil Airway No. 65 (Bonner Springs, Kans. to St. Joseph, Mo.) is added to read: "From the point of intersection of the Kansas City, Mo. omnirng 231° true and the St. Joseph omnirng 178° true radials to the St. Joseph, Mo. omnirng station."

(8) VOR Civil Airway No. 141 (Nantucket, Mass. to Concord, N. H.) is amended to read: "From the Nantucket, Mass. omnirng station via the intersection of the Nantucket omnirng 331° true and the Boston omnirng 137° true radials; Boston, Mass. omnirng station to the Concord, N. H. omnirng station."

(9) VOR Civil Airway No. 157 (Lawrenceville, Va. to Richmond, Va.) is amended to read: "From the Lawrenceville, Va. omnirng station to the Richmond, Va. LF radio range station, excluding the portion which overlaps the Camp Pickett danger area (D-44)."

CONTROL AREAS: (1) VOR Civil Airway No. 65 (Bonner Springs, Kans. to St. Joseph, Mo.) is added to read: "All of VOR civil airway No. 65."

(2) VOR Civil Airway No. 141 (Nantucket, Mass. to Concord, N. H.) is amended to read:

"All of VOR Civil Airway No. 141."

CONTROL AREA EXTENSIONS: (Pasco, Wash.) is added to read: "That airspace beginning at a point at lat. 46-13-03, long. 119-03-45, within 5 miles either side of lines drawn 179° true and 269° true extending from that point to their intersection with the northeast boundary of Blue civil airway No. 32; that airspace bounded by lines 5 miles south of and 10 miles north of and parallel to a line drawn 89° true from the point of beginning extending to the northwest boundary of VOR civil airway No. 103 on the south to long. 118-43-30 on the north, bounded on the west by long. 119-03-45, and including the airspace within 5 miles either side of the northwest course of the Walla Walla, Wash. radio range from the radio range station northwestward to long. 118-43-30."

(2) CONTROL ZONES: (1) (El Toro, Calif.) is amended to read: "Within a 5 mile radius of the El Toro, Calif. Marine Corps Air Station, within a 3 mile radius of Orange County Airport, Santa Ana, Calif., and within 5 miles either side of the south and north courses of the El Toro radio range extending from Amber civil airway No. 1 on the south to Amber civil airway No. 2 and Green civil airway No. 5 on the north."

(2) (Falmouth, Mass.) is amended to read: "Within a 5 mile radius of Otis Air Force Base and within 2 miles either side of a line bearing 39° true extending from the Otis AFB to a point 10 miles northeast of the Air Force Base, excluding the portion which overlaps Camp Edwards danger area (D-14)."

REPORTING POINT: Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended by deleting the following reporting point: "the intersection of the east course of the Columbus, Ohio radio range and a track 360° magnetic from the Zanesville, Ohio non-directional radio beacon;" and by adding the following reporting point in lieu thereof: "the intersection of the east course of the Columbus, Ohio radio range and the southwest course of the Akron, Ohio, radio range;" (Adamsville intersection)

✓ ADIZ DESIGNATIONS - REGULATIONS OF THE ADMINISTRATOR, PART 620 (SECURITY CONTROL OF AIR TRAFFIC) - REVISED EFFECTIVE MAY 1, 1954 - (AMENDMENT NO. 2): This amendment consists principally of changes in ADIZ designations. The Seattle, San Francisco, and Los Angeles ADIZ's have been enlarged somewhat. Note there is no longer any gap between the Seattle and San Francisco ADIZ. The southern portion of the Minneapolis ADIZ has been deleted. (See Chart page 56).

The most significant change, however, is the deletion of the Canadian (International) Boundary ADIZ south of the 46th parallel between Sault Ste. Marie, Michigan, and the western boundary of Maine. As a result of this deletion, Part 620 has been liberalized to permit aircraft to operate from Canada into the Bangor and Traverse City ADIZ's in this area without being subject to security rules if the aircraft is operated less than 4000 feet above the terrain.

The deletion of this portion of the Canadian (International) Boundary ADIZ will probably be most welcome to owners of small aircraft not equipped with two-way radio. Pilots of aircraft equipped with two-way radio, however, are urged to observe the following recommended ADIZ practices in this area:

(1) Guard an appropriate CAA frequency at all times and comply with ADIZ requirements even though operating at less than 4000 feet above the immediate terrain.
(2) Adhere to your estimates and route of flight as closely as possible.
(3) If at all possible, file your flight plan in person or by telephone.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established or cancelled, as indicated:

CANCELLATION:

(1) ETNA INTERSECTION - intersection Columbus, Ohio LFR E ers with Arkon LFR SW course.

ESTABLISHMENTS:

(2) BRADLEY INTERSECTION - intersection of the Poughkeepsie VOR 91° magnetic radial with the Windsor Locks ILS SW course.

(3) GREAT BEND INTERSECTION - intersection 049° magnetic radial Dodge City, Kans. VOR and 286° magnetic radial Hutchinson, Kansas VOR.

(4) KIRKWOOD INTERSECTION (LF) - intersection of the south course of the St. Louis LF radio range and 280° magnetic bearing from the Scott Air Force Base LF radio range.

(5) KIRKWOOD INTERSECTION (LF/OMNI) - intersection of the 165° magnetic radial of the St. Louis omnirange and a 280° mangetic bearing from the Scott Air Force Base LF radio range.

(6) PERCH INTERSECTION (LF/OMNI) - intersection of the SE course of the Detroit LF radio range and the 060° magnetic radial of the Waterville omnirange.

(7) PELEE INTERSECTION (LF/OMNI) - intersection of the SE course of the Windsor LF radio range and the 060° magnetic radial of the Waterville omnirange.

(8) PINS INTERSECTION (OMNI) - intersection of the 099° magnetic radial of the Detroit omnirange and the 015° magnetic radial of the Cleveland omnirnage.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, #1, dated March 23, 1954, as follows:

(1) Page 75. Under Civil Airways. Change VOR 4 in item 5, line 5, to read: "Goodland 304° true radial" instead of 305; VOR 8, item 8, line 7, to read: "Imperial 237° true radial" instead of 238; VOR 140, item 15, line 6, to read: "Colts Neck 242° true radial" instead of 246.

(2) Page 76. Change first paragraph to read: "Colorado Springs, Colo. control area extension revoked"; change second paragraph, Colorado Springs, Colo. control zone to read: "within a 5 mile radius of Peterson Municipal arpt and within 2 miles either side of a line bearing 180° true extending from the airport to a point 15 miles south of airport".

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) RED FORK INTERSECTION (VHF) - direction of holding - SW on the Tulsa 198° radial; direction of turn - LEFT; time - 2 minutes. Minimum altitude: 3400'.

(2) PERCH INTERSECTION - direction of holding - SE; direction of turn - LEFT; time - 2 minutes. Minimum altitude: 2300'.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Butte	Portland	WAC 136	WAC 404
Dallas	Seattle	WAC 304	WAC 405
Kootenai	Los Angeles Local	WAC 363	
La Grande	San Diego Local	WAC 364	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION"

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Birmingham	3-18-54	Atlanta Local	3-16-54	WAC 76	3-22-54
Chattanooga	3-22-54	Miami Local	3-18-54	WAC 409	3-16-54
Jacksonville	3-16-54	Norfolk Local	3-18-54	WAC 467	3-16-54
Little Rock	3-26-54	Seattle Local	3-18-54	WAC 525	3-22-54
Oklahoma City	3-24-54	Washington Local	3-16-54	DF 22	3-16-54
San Antonio	3-24-54	WAC 63	3-18-54	DF 23	3-26-54

Instrument Flight Charts

released since March 15, 1954

AL 8 RNG	Albany Airport	AL 268 RNG	Brookley AFB
AL 12 RNG	Kirtland AFB	AL 305 RNG	Orlando Airport
AL 17 RNG	Alma Airport	AL 309 RNG	Palacios Airport
AL 88 RNG	Columbia Airport	AL 346 RNG	Reno Airport
AL 102 RNG	Cross City Airport	AL 351 RNG	Rochester-Monroe
AL 144 RNG-1	Hector Airport	AL 375 RNG	San Francisco Airport
AL 159 RNG-1	Meacham Field	AL 377 RNG	Orange County Airport
AL 159 RNG-2	Meacham Field	AL 410 RNG	NAS Moffett Field
AL 176 RNG	Great Falls AFB	AL 457 RNG	Williamsport Airport
AL 177 RNG	Great Falls Municipal	AL 466 RNG	Youngstown Airport
AL 178 RNG	Greensboro Airport	AL 516 RNG	Raleigh-Durham
AL 207 RNG	Imeson Airport	AL 602 RNG	NAAS Whiting Field
AL 252 RNG	Melbourne	AL 910 RNG	NAS Memphis
AL 253 RNG-1	Memphis Airport	AL 12 ILS	Kirtland AFB
AL 253 RNG-2	Memphis Airport	AL 117 ILS	Des Moines
AL 254 RNG	Key Field	AL 178 ILS	Greensboro Airport
AL 262 RNG	General Mitchell	AL 218 ILS	McGhee-Tyson Airport

AL 257 ILS Miami International Airport
AL 258 ILS Midland Air Terminal
AL 305 ILS Orlando Airport
AL 39 ADF Dow AFB
AL 117 ADF Des Moines Airport
AL 144 ADF Hector Airport
AL 178 ADF Greensboro Airport
AL 207 ADF Imeson Airport
AL 218 ADF McGhee-Tyson Airport
AL 253 ADF Memphis Airport
AL 299 ADF Tinker AFB
AL 305 ADF Orlando Airport
AL 432 ADF-2 Tulsa Airport
AL 466 ADF Youngstown Airport
AL 630 ADF Alvin Callender Airport
AL 676 ADF Dodge City Airport
AL 827 ADF Harlingen AFB
RF 24, 26, 34, 34B, 35, 45, 45A
RF-VOR 34, 34B, 43
RF Terminal Area Charts - Cincinnati, Cleveland, Los Angeles, New York, Norfolk, Washington
RF-VOR Terminal Area Chart - Cleveland

AL 866 ADF-1 Greater Ft. Worth Intn'l
AL 866 ADF-2 Greater Ft. Worth Intn'l
AL 870 ADF Angelina County Airport
AL 894 ADF Otis AFB
AL 901 ADF Grider Field
AL 956 ADF Limestone AFB
AL 50 VOR Birmingham Airport
AL 177 VOR Great Falls Municipal
AL 253 VOR Memphis Airport
AL 254 VOR Key Field
AL 305 VOR Orlando Airport
AL 466 VOR Youngstown Airport
AL 529 VOR Thermal Airport
AL 807 VOR Gregg County Airport
AL 892 VOR Valdosta Airport
AL 901 VOR Grider Field
AL 928 VOR Easterwood Field

NEW CHARTS

JN 45 United States Southeast

AL 144 RNG-2	Fargo, N. Dak.	Hector Airport
AL 457 RNG-2	Williamsport, Penna.	Williamsport Airport
AL 572 RNG	Greenville, Miss.	Greenville AFB
AL 547 ADF	San Bernardino, Calif.	Norton AFB
AL 912 VOR	Hobart, Okla.	Hobart Airport

DISCONTINUED CHARTS

Flight Chart 3 has been cancelled and will no longer be published. NOTE: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 310 RNG	Palmdale, Calif. Palmdale Airport (Airport closed to all civil aircraft)	3-31-52
AL 494 RNG	Holmstead, Fla. Homestead Airport (Airport inactive - No facilities - AFFO 2-24-53)	2-26-52
AL 453 ADF	Wichita, Kansas Wichita AFB (LOM decommissioned - Teletype 3-23-54)	7-9-53
AL 89 VOR	Columbia, S. C. Columbia Airport (Procedure Cancelled - CAA 31--153)	11-6-53

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR cmsnd as full time nav fac, all courses aligned within tolerance. Courses 360° clockwise to 070° not usable because of course bends and roughness. Min reception alt at 50 mi as follows: 300° clockwise to 070°, 4000'; 070° clockwise to 100°, 3500'; 100° clockwise to 180°, 3000'; 180° clockwise to 220°,2000'; 220° clockwise to 300°, 2500' MSL.
BIRMINGHAM-RADIO: All arwy courses have mild to moderate roughness. (10-29)
BIRMINGHAM-ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Birmingham Municipal Arpt. These procedures are described generally on page 63 Part 1 of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo contact with apch control. (3-19) FLD: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. March 23, VOR resumed opern. (3-29)
HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)
**LANETT-VALLEY ARPT: 168' (904' MSL) lgtd twr erected 3.5 mi W (255°T) at lat 32-50-49, long. 85-14-04. (3-25)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to S/W end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to N/W end. Caution - area under const. (3-16)
**PHENIX CITY ARPT: 318' (913' MSL) lgtd rdo twr erected 1.5 mi NW (330°T) at lat 32-31-43, long. 85-01-52. (3-25)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080° below 7000' beyond 40 mi from stn. (12-7)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR arwy radials flgt-checked at minimum instrument alt. Slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)
PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000'MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.
TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28)
★TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF inop 0800-0900 each Wed. (2-3) VHF/DF no longer opers 138.42 mc. (3-31)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3) Men and hvy equip. working at apch end Rnwys 3 and 35, during daylgt hrs - extreme caution. (1-26) Apch lgt sys (low intensity) and boundary lgts have been removed from Rnwy 35 and replaced with flare pots, or flashing red lgts to mark a 15 inch drop-off at the apch end Rnwy 35 - extreme caution. (2-5)
ARKANSAS: **FLIPPIN ARPT 18, TUL-BNA: 250' (1357' MSL) rdo twr erected 5 mi N (348°T) at lat 36-21-39; long. 92-36-04. (3-24)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (3-22)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)
WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120-150° have severe bends and course roughness.
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

CALIFORNIA: BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLUE CANYON ARPT, 13, SFO-SLC: Closed - snow.
BRAWLEY ARPT: Equip. on Rnwy 9-27. (11-3)
CORNING ARPT: Strip unsafe - mud. (2-3)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked. (12-3)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6)
FRESNO AIR TERMINAL-TOWER: Mar 30, ILS resumed normal opern.
GASQUET ARPT: N side of strip clsd - const.
KING CITY ARPT: Rnwy lgts inoperative. (3-10)
LONG PEACH-RADIO: Feb 8, DME and VOR voice ident feature only shut down. About April 15, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd will oper on same freq with same code and voice ident, but class will be VORW. (3-16)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys and fld NW of temp twr, due to non-visibility. (3-4)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT: Captive balloon will be flown intermittently from ground level to 1500'. 4500' from apch end Rnwy 11. FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.
MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng.
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.
OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR waether exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urges so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR weather should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surface to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) March 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses lgt moving aft to forward, 30 cycles/minute. Evaluation tests 30 days Pacific Ocean Area and possibly continental U.S. (3-15)
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)
OAKLAND ARPT: 10' dike on end Rnwy 27 - hazard to jet lndgs. (3-26)
★OXNARD AFB-RADIO: USAF H fac class changed from MHW to MH. (3-31)
PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. (6-6)
**PALM SPRINGS ARPT: Rnwy lgts oper on req from May 1 to Oct 1 and automatically from Oct 1 to May 1. (3-26)
PASADENA-ROSEMEAD ARPT: Work in progress W 600' NE/SW rnwy. (2-20)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac reliable up to 15 mi. (6-11)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt.
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5" rise in 75' to peak then pavement surface sloping 5" in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)
CALIFORNIA: SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution southeastern half of Rnwy 3-21 torn up for renovation. Aerial motion picture flying in vcnty will be conducted intermittently Mar 8 thru Apr 23. Daylgt VFR 20 mi radius unpopulated areas within 2000' of N edge of Arwys When operns conducted on arpt, fld will be closed to other acft. Extreme caution. (3-8)
STOCKTON ARPT: All rnwys and taxiways open except Rnwy 11-29, avail. with caution daylgt hrs. Rnwy 16-34 lgtd ngts. (3-26)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF call changed to Homer; steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2)
COLORADO: COLORADO SPRINGS-RADIO: About April 13, LF rng, associated voice feature and Z mrkr will be discontd. Concurrently, ILS LOM will be operated as H fac, with ident interrupted during voice transmissions. (3-23)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex., LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution.
FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng.
GRANBY ARPT: Closed. (9-23)
★GRAND JUNCTION-RADIO: DME at VOR site operg on test basis. (3-24)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
PUEBLO #2 ARPT: Equip. on fld-days. Lndg acft ctc Pueblo #1 Arpt. Ruf. (12-29)
CONNECTICUT: BETHANY ARPT: E side fld soft-flagged. Pilots using fld do so at their own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable except at extreme ly close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR weather days Mon thru Fri. Fld occasionally clsd by standard marker.
WILLIAMANTIC-WINDHAM ARPT: Caution, const and equip. on fld. N/S Rnwy clsd.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT: Rnwy 9-27 clsd-const daily between 0800-1700E xcpt when surface winds exceed 15 mph. Ctc twr for current status.
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.
FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only.
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution -E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type landings durg daylgt hrs. (6-26)
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)
JACKSONVILLE-IMESON ARPT-TOWER: Effect. April 19, apch ctl will utilize radar pro-

FLORIDA: cedures to effect control and separation of arriving tfc destined for Jacksonville Municipal (Imeson) Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch control. (3-20)
KEY WEST-MEACHAM FLD: Caution advised due 600' extension to apch end Rnwy 8. (4-5)
MIAMI: Flights thru D-169 prohibited below 25,000'-days.
★MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346° Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Runway 9R. (10-30) Mar 24, trans & rcvr 255.4 mc cmsnd. (4-2)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
★ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt. DME at VOR site operg on test basis. (3-19)
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PANAMA CITY-TYNDALL AFB-RADIO: USAF LF rng unreliable. (2-24)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
★PENSACOLA-SAUFLEY NAAS-RADIO: The following air/ground freqs are now available: Trans: 227 kc; 121.5, 126.18, 132.3, 142.74, 233.8 and 243.0 mc. Rcvg: 3023.5 kc; 121.5, 126.18, 132.3, 142.74, 233.8 and 243.0 mc. (3-26)
ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution-N/S and NE/SW Rnwys-const E side of fld. (11-23)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)
TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. About May 3, VOR will be shut down for approx 60 days - modernization. (3-27)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357.. Other courses not flgt-checked, use with caution.
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adj to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)
ALBANY-TURNER AFB-RADIO: USAF UHF/DF in opern on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)
★ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: April 2, trans & rcvr 301.4 mc cmsnd.
ATLANTA-RADIO: Smyrna FM lctd on NW course operg test basis. VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn not usable acct of excessive bends and roughness. Other courses have occasional bends and roughness - caution.
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR operg as full time nav fac. Courses 345° clockwise to 005° from stn rough and unusable. (7-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: VOR full time nav aid. Min reception alt at 50 mi as follows: 350° clockwise to 30°, 3500' MSL; 30° clockwise to 55°, 3000' MSL; 55° clockwise to 75°, 2500' MSL; 75° clockwise to 255°, 2000' MSL; 255° clockwise to 350°, 3000' MSL. Atlanta Arwy Sector has moderate to excessive roughness.
**COLUMBUS-MUSCOGEE COUNTY ARPT: 138' (386'MSL) lgtd rdo twr erected 3.6 mi SW (232°T) at lat 32-28-16, long. 84-59-11. (3-25)

GEORGIA: DUBLIN ARPT: Bcn and runway lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only.
MACON-RADIO: VOR radials 155 - 220° usable dist 50 mi min instr alt.
ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)
SAVANNAH-RADIO: VOR shut down. (9-28)
SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction. Men and equipment on field. (3-15)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
VALDOSTA-RADIO: VOR full time nav fac. Maximum usable dist at minimum instr alt at 50 mi. All course moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR flgt-checked for en route arwys use only at min instr alt xcpt on Blue Arwy 57 toward Goose Creek intsxn. (4-28)
CAYUSE CREEK USFS ARPT: Closed-const. (8-12)
JEROME-COUNTY ARPT: Closed. (3-17)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)
POCATELLO-PHILLIPS ARPT-TOWER: Rcvg freq 122.5 mc intermittently unreliable due to interference. (3-17)
ST. MARIES ARPT: Minor grading. Obstn lgts being installed.
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable inbound headings clockwise 155° - 230° below 3000'. (1-19)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHICAGO-RADIO: Experimental omnitest signal installation at Chicago Midway Arpt has been flgt-checked and cmsnd, without voice. Lctd on Midway Arpt at 41-46-59, long. 87-45-41. Freq 112.0 mc. Ident cont dots. (7-31) LF rng has multiples on NW course.
★CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL. (4-10) Mar 30, VOR voice ident cmsnd.
CHICAGO-MEIGS FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, fld clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, fld clsd to all acft. Equip. E side of rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg. Must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business.
INDIANA: **BLOOMINGTON-KISTERS FLD: Left hand tfc pat all rnwys now in effect.
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-RADIO: About April 7, trans freq 122.2 mc will be cmsnd. (3-24)
EVANSVILLE-DRESS MEMORIAL ARPT-TOWER: About April 7, twr and INSACS will be combined fac. (3-24)
FORT WAYNE-BAER FLD: 40' lgtd equip SW corner of fld. Extreme caution using Rnwys 4-22, 9-27. Rnwy 4-22 clsd to acft without functioning 2-way rdo contact with twr. Rnwy 22 clsd for take-offs without special permission from twr. (8-3)
GOSHEN-RADIO: DME 2000' MSL coverage 50 mi, 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.
**GREENCASTLE ARPT: 973' lgtd twr erected 8 mi SSE (163°T) at lat 39-28-28, long. 86-45-40. (3-23)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, mode C. (1-4)

INDIANA: INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs.FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)

**INDIANAPOLIS-STOUT FLD: Airport now National Guard Installation. Inactive no Facilities Delete from Directory. (3-19)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt. During thawing wea all acft avoid flagged area. (12-28)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.

TERRE HAUTE: Atomic Energy Plant requests pilots avoid this installation as a safety precaution to plant in case emerg lndgs or other incidents to flgt. Plant approx 29 mi N Terre Haute LF Rng between Montezuma and Newport,area covers: lat 39-50-00; long. 87-21-00, lat 39-52-00; long. 87-26-00. (3-23)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700 xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)

INDEPENDENCE ARPT: Closed. (1-4)

**IOWA CITY-INDIAN LOOKOUT ARPT: April 1, CLOSED. (4-2)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

SIOUX CITY-RADIO: About April 15, INSACS and twr will operg as combined fac. (3-19)

SIOUX CITY ARPT: Due to non-bisibility twr unable to ctl ramp tfc N and NE of N Black hangar or SE corner of fld adj to Admin Bldg. Use concrete only. Ctn-hole E side of NW/SE Rnwy 1500' NW of SE end. Equip. on fld days. (11-18)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Closed. (3-29)

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)

★HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8, 118.5 mc cmsnd.

KANSAS CITY-FAIRFAX ARPT: Const on levee and taxiways on N and E side of fld. Caution with blast from warm-up. Const on S 25' warm-up ramp at S end of N/S Rnwy. Men and machinery working on rnwys and taxiways. (7-2)

PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

SALINAS-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla. H fac. (3-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-FORBES AFB-RADIO: USAF Z mrkr flgt-checked unsatisfactory. (2-25)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 15 from apch end to first rnwy intsxn. (10-23)

★WICHITA ARPT-TOWER: March 25, ILS LOM cmsnd 4.82 mi SW from apch end NE/SW Rnwy. Freq: 219 kc. Ident: "IC" . °3-25) April 1, twr relctd from Wichita AFB to new Municipal Arpt. Trans & rcvg freqs: 119.5, 121.5, 121.7, 137.88, 243.0, 257.8, 363.8 mc. Trans only - 278 kc. Rcvg: 122.5 mc and 3023.5 kc. (4-2) FLD: Hi-intensity lgts installed both rnwys. (4-2)

★WICHITA AFB-RADIO: USAF H fac cmsnd. Freq: 299 kc. Ident: IAB. Class: HW. (3-22) Bear. dist. to AFB: 2°, 5.4 mi. (4-1)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to non-visibility Wichita twr unable to ctl movements of acft to and from Cessna Fld. Twr service lmtd to advisory tfc information only for rdo equip acft. Non-rdo-equipped acct must first obtain tfc pat and clearance by telephone

KANSAS: (63-6511, ext. 351). Under IFR conditions ctc Wichita Twr for tfc clearance prior to entering control zone. Hvy IFR training in progress Wichita AFB adj to Cessna Fld.

KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.

CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual crs 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-RADIO: March 27, DME shut down. (3-29)

LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. Apr 25, hrs opern: 0700-2300. (3-22) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN ARPT-TOWER: Effect. April 25, hrs of opern will be 0600-2200. (3-31) FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.

**BATON-ROUGE-RYAN ARPT: Taxiway between Rnwys 35-31 and 13-17 clsd. (12-11) 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23; long. 91-13-37. (12-22) Delete UNICOM from Directory of Airports. (4-2)

HAMMOND ARPT: Beacon inoperative. (12-29)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°.

**MONROE-SELMAN ARPT: 160' derrick erected 6 mi S (180°T) at lat 32-25-00; long. 92-02-00. (3-26)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18; long. 90-08-57. (1-5)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)

MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.

AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 clsd-winters. (1-14)

BANGOR-RADIO: VOR radials usable dist clockwise 360° - 50°, 20 mi; 50° - 240°, 30 mi; 240° - 360°, 25 mi at min en route instr alt.

BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)

BREWER ARPT: Open ski-equipped acft only-winters. No snow removal. (1-29)

GREENVILLE ARPT: Snow removal on Rnwy 14-22, portion of taxiway and parking area. Land at own risk.

LIMESTONE AFB-RADIO: USAF VHF/DF unrel, beyond 25 mi below 3000'due to terrain.

MILLINOCKET ARPT: 6' brush on safety strips. Small depression and heaves intsxn rnwys. Patches broken pavement Rnwy 29 1000' E of intsxn on rgt of centerline and near intsxn. Contact lgts inop on Rnwys 11-29, 16-34. (11-16)

PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150 - 240°, 40 mi; 290 - 30° - 35 mi at minimum instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge WNW/ESE Strip at ESE end rough.

SANFORD ARPT: Rnwy 8-26 not plowed winters. (1-18)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.

MARYLAND: ★HAGERSTOWN ARPT-TOWER: Privately owned twr operg. Trans 203 kc, 126.18mc.Rcvs:3105kc122.5,126.18mc Call: Fairchild Tower. Hrs of opern: 0730-2400 Mon thru Fri. FLD: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

SALISBURY-RADIO: VOR 46° radial rough with flyable bends 7 to 22 miles from stn. Rough to 50 mi. (3-18)

**SALISBURY-WICOMICO COUNTY ARPT: 300' (687'MSL) lgtd TV twr erected 5.5 mi NW (315°T) at lat 38-24-15, long. 75-34-45. (3-26)

MASSACHUSETTS: 'SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BILLERICA-SHAWSHEEN PINES ARPT: Caution-acft with wheel pants-broken spots in macadam of E/W Rnwy. E/W Rnwy half gravel and half macadam.

BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) DME 2000' MSL coverage 50 mi from 340° thru N to 20° 1700' MSL coverage 50 mi from 20° to 250°. 3000' MSL coverage 50 mi from 250° to 340°. (6-24)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About April 21, ILS lclzr and glide slope will be shut down for indefinite period. Mrkrs and LOM will remain in opern. (4-22)

BOSTON-LOGAN ARPT-TOWER: Effect. April 15, radar arrival control will be cmsnd. FLD: Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7'' deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility, twr unable to ctl tfc on apron between radar twr and National Guard hangar S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-R EVERE SEAPLANE BASE: Closed-const.

★FALMOUTH-OTIS AFB-RADIO: USAF UHF/DF decmsnd. (3-29)

GARDNER-RADIO: DME 5500' MSL coverage 50 mi from 270° thru N to 20°. 4000' MSL coverage 50 mi from 20° to 90°. 3000' MSL coverage 50 mi from 90° to 200° 3500' MSL coverage 50 mi from 200° to 270°

GARDNER ARPT: Use easterly side of NNW/SSE Strip taxiing.

NANTUCKET-RADIO: VOR operg on test basis. Freq. 117.0 mc. Ident: ACK. Lctd at lat 41-16-54, long. 70-01-38. Elev: 82' MSL. Variations: 15° W. Bear. dist to NE end of NE/SW rnwy Nantucket Arpt: 240°, 2.2 mi. (3-17)

★WESTFIELD-BARNES ARPT-TOWER: March 31, trans & rcvr 126.18 mc cmsnd.

★WORCESTER-RADIO: March 11, ILS glide slope flgt-checked. Angle chgd to 2.95° New OM intercept alt 2290' MSL; MM alt 1210' MSL. (3-23)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

ALPENA-COLLINS ARPT: N/S strip plowed-winter. Remainder of fld open ski-equip acft.

BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BENTON HARBOR-ROSS ARPT: Contact St. Joseph Co. Arpt, South Bend, Ind., CAA Flight Service for rnwy conditions during snow months or use local UNICOM.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on weekends. All pilots use extreme caution. (7-30)

**DETROIT-HANCE ARPT: Abandoned. (3-27)

DETROIT-WAYNE MAJOR ARPT: Rnwys 5-23, 14-32 and old arpt clsd, to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only.(12-7)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

ESCANABA ARPT: Ski-equipped acft use E/W strip-avoid intsxn. Wheel acft use N/S Strip. (11-10)

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18. 130' lgtd crane boom and const in apch lane 1/4 mi from end Rnwy 22. (12-14)

GAYLORD-OTSEGO COUNTY ARPT: Closed to wheeled acft - winter. (2-3)

MICHIGAN: **GRAND RAPIDS-KENT COUNTY ARPT: 1849' MSL twr erected 12 mi NE (35°T) at lat 43-02-37, long. 85-31-08. (3-23) Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld of W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 255 kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference.(3-17) FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

★LITCHFIELD-RADIO: DME at VOR site operg on test basis. (3-30)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' trees along bndry.

OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF UHF/DF and VHF/DF avail. on req thru twr. UHF/DF operg trng status only. (2-24)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

DULUTH ARPT: 3' stakes marking all rnwy and taxiway lgts.

**EVELETH-VIRGINIA ARPT: 36'' clear and green beacon operg dusk-dawn. (3-31)

MINNEAPOLIS-ST.PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: January 5, VOR shut down. (1-21) Freq 3023.5 kcs unreliable.(2-19)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes

McCOMB-PIKE CO. ARPT: ENE/WSW Strip clsd.

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 N E toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down until approx May 15 - relctn. (12-28)

VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears green when glide correct, amber or yellow when glide high and red when glide low.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Caution. Exten mil flgt trng operns during daylgt hrs. Mil acft rdo ctld and will give way to civil acft desiring to lnd at arpt. Civil acft should not attempt to break in tfc pat. but circle arpt until mil acft tfc pat.has been interrupted by lcl mil ctl unit on downwind leg, base leg, or final apch then enter the pat for lndg. apch.

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

**JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd. Length of hard surface rnwy is 3600'. This corrects AIRGI Vol 9, No. 1. (3-31)

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16)

KANSAS CITY ARPT-TOWER: About April 9, ASR will be cmsnd on lmtd basis for arrival radar vectoring control only. Commun for this serv will be on trans & rcvr 119.5 mc. (3-23) FLD:Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (3-19)

MEXICO MEMORIAL ARPT: New N/S Rnwy closed. Use N/S Rnwy next to theatre.(2-25)

**OSAGE BEACH-CHET'S SEAPLANE BASE: Formerly carried Anchor Inn Boat Dock Seaplane Base, Linn Creek, Missouri. (3-30)

ST.LOUIS-KRATZ FIELD: Equip. on N/S Rnwy for grading and reseeding until April 10, 1954. (3-17)

ST. LOUIS-LAMBERT FLD: Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd.Const on fld-mrkd. Use Rnwys and taxi strip only.

MISSOURI: ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
ST. LOUIS-SMARTT ARPT: Auto races Sundays.
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL.
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 240° - 270° below 9500'. (1-25)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy has lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
★LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Mar 29, DME at VOR site operg on test basis.
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
MULLAN PASS-RADIO: LF rng operg as EHZ fac for indefinite period. (3-26)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (2-8)
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lndgs, open days to lndgs for lgt acft.
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°.
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S.
PENDER-LAMPE'S ARPT: Caution-strip narrow Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11)
305.4 mc unreliable below 14,000'. (10-16)
LAS VEGAS-NELLIS AFB: Tfc pat up to 7000' MSL. (3-30)
LOVELOCK-RADIO: VOR coverage 40 mi from 40 to 60° and 90 to 110° at 12,000' MSL.
★MORMON MESA-RADIO: DME at VOR site operg on test basis. (3-24)
RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL.
RENO ARPT: Rnwy 3-21 clsd - parked acft. (12-18)
SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord 800-or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Concord 840 or acft in flgt call Concord Rdo.
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways. Caution - 3' cones placed beside lgts on Rnwys 12-30, 17-35. (11-20)
NEW JERSEY: ★ATLANTIC CITY NAS-RADIO: LF rng SW course realigned from 83° to 76°; NE course from 263° to 256°. (3-25)
CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 960°; 2500 - 30 mi from 060° thru 180° to 270°; 4000' - 20 mi from 270° to 330°.
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
★LAKEHURST NAS-RADIO: Weather broadcast at H45. (3-24)

NEW JERSEY: MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days.
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
NEWARK ARPT-TOWER: DME coverage 20 mi at min instr alt. (3-4) FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 mi prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail., ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 105' Boom approx 3000' from apch end Rnwy 24 and 300' E of centerline of Rnwy, lowered ngts - mrkd by flags days. (3-26)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (2-12)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)
ALBUQUERQUE-KIRTLAND AFB: Rnwy 8-26 clsd - const. (3-30)
CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16)
★COLUMBUS-RADIO: March 26, transmitter 122.2 mc cmsnd.
GALLUP: March 8 thru Sept 8, demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. (12-1)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
★SANTA FE-RAGLE ARPT: Abandoned. (3-25)
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only
BATAVIA ARPT: Ski operations - winters. (1-14)
BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
DANSVILLE-RADIO: March 30, H fac shut down until approx April 6 (3-30)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: Soon, VOR will be cmsnd. Freq: 117.2 mc. Ident: IDL. Lctd at lat 40-37-50, long. 73-46-22. Variation: 11° W. Elev: 10' MSL. Monitoring category (1) Voice

NEW YORK: LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of base. (2-15)
MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. (4-3)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri, within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00; long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Lnd on grass.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N. J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: All const mrkd. Hangar 7 const in progress to 80' above terrain with adjoining taxiway to intersect at Rnwy 13L-31R opposite Taxiway C. (1-19)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr. alt. (3-4) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All single eng acft use Taxiway 3 to and from Marine Air Terminal.
NIAGARA FALLS ARPT-TOWER: About April 26, ILS will be shut down for 5 days - freq change from 109.7 and 333.2 mc to 108.1 and 334.4 mc. (4-2) FLD: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min en route instr alt.
POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.
RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
**SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Construction on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. (3-27)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-HANCOCK ARPT-TOWER: About April 6, ILS lclzr, glide slope and mrkrs will be shut down until approx April 27. LOM will remain in service. (3-29)
WATERTOWN ARPT: All rnwys and taxiways mrkd with 4' stakes-snow removal. (10-7)
WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 109.7 mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: ASHEVILLE-RADIO: Feb 2, VAR shut down until approx May 2 - relctn and conversion to VOR. (2-3)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope shut down until further notice.
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn.
LUMBERTON-RADIO: VOR operg on test-basis. (10-1)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)
TARBORO ARPT: Closed. (3-10)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 and Rnwys 16 and 27 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine beechcraft. (1-29)
NORTH DAKOTA: ✱FARGO-RADIO: ILS flgt-checked and cmsnd. Lclzr 1950' N of N/S Rnwy. Glide slope angle 2.7°. Elev of glide slope at MM: 1112' MSL; at OM: 2070' MSL. Remaining components unchanged. (3-30)
GOLVA-RADIO: VOR has severe courses disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300' MSL. (7-31)
✱JAMESTOWN-RADIO: March 30, transmitter 122.2 mc cmsnd.
OHIO: AKRON-RADIO: About April 20, LF rng on 362 kc, will be shut down for approx 3 days - modifications and realignment of SW/NE courses from 45 and 225° to 21 and 205° (3-26)
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT-TOWER: ILS lclzr back-course has flyable bends increasing to moderate or severe approx one mi. from stn. Not to be used for auto. pilot apchs. (9-15) About April 20, ILS will be shut down until approx April 30 - modernization and freq change. Lclzr and glide slope freqs will be changed from 109.5 and 332.6 mc to 110.1 and 334.4 mc. (4-1) FLD: Use rnwys only
CINCINNATI ARPT: Use strip indicated by lndg tee. S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail for mil acft overngt parking.
CINCINNATI-LAKEWOOD ARPK: Standard left hand pattern 400' altitude both directions. Use rnwy only-do not enter final apch with another acft on rnwy. (8-12)
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.
CLEVELAND-HOPKINS ARPT-TOWER: Effect April 15, radar departure control will be cmsnd. (3-31) FLD: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relocated inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)
COLUMBUS-RADIO: March 11, DME at VOR site shut down.
COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: VOR has moderate roughness in section from 120° thru 200° from stn. (9-16) Minimum en route instr alt coverage, 50 mi from 220° thru N to 150°. Coverage 35 mi from 150° thru S to 220°. (1-8) Soon LF rng, Z marker and Verona FM lctd on W course of Dayton LF rng will be decmsnd. (2-15)

OHIO: DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area only of concrete for taxiing in line with blacktop on taxistrip. (3-11)

DAYTON-PATTERSON WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000'-329°-027°; below 3000' - 259°-314°; below 2500' - 180°-229° and 121°-173° USAF VHF/DF unreliable below 3000' - 295°-305°; below 2500' - 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PERRY ARPT: Effective May 15, 1954 field will be abandoned. (1-28)

PORT CLINTON-PENINSULAR ARPT: N/S Strip closed-construction. (8-19)

SOLON ARPT: S half of S Strip under construction--rough, do not use. (11-6)

TOLEDO ARPT-TOWER: Effect. April 25, hrs of opern will be 0700-2300. (3-31) FLD: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.

WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190° Coverage at 2000' MSL, 40 mi from 260° to 280°.

**WILLOUGHBY-EUCLID AVENUE ARPT: Abandoned. (3-30)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500'MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. All lndg area lgtg facs inop. (5-28)

ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300-1600 Thurs during VFR. (6-23)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**LAVERNE-SHEPARD ARPT: ABANDONED. (4-2)

OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance.

OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

★PONCA CITY-RADIO: DME at VOR site operg on test basis. (3-23)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)

TULSA ARPT: Lgt to moderate turbulence encountered apch end Rnwy 26-jet blast. (1-7)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt radial 140° lmtd to 37 mi usable dist at 9000'MSL

EUGENE-RADIO: VOR figt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off arwy radials. Occasional severe scalloping makes course line information unusable in NE quad - caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50: E-long. 119-29-20; S-lat 45-49-40: W-long. 119-30-47. (2-2)

MADRAS: Caution-blasting in Willow Creek Canyon about 1 mi S of arpt. Acft avoid low flying over canyon. (8-21)

MADRAS CITY COUNTY ARPT: Men and equip. on fld. (2-24)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

★MEDFORD-RADIO: VOR figt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28) DME at VOR site operg on test basis. (3-24) About April 26, Trail FM on N course LF rng will be de-cmsnd. Approx 5 days later Evans Creek FM will be cmsnd at lat 42-36-22, long. 122-57-00. Ident will be 4 dashes. (3-31)

OREGON: MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR figt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3000' MSL. (4-28)

NEWPORT-RADIO: VOR figt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

NORTH BEND-RADIO: VOR figt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

PACIFIC CITY ARPT: Caution-intermittent const. (2-17)

PORTLAND-RADIO: VOR figt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)

REDMOND-RADIO: VOR usable dist of many radials are lmtd in the signal shadow area imposed by intervening high terrain. Figt-checked for en route arwys use only at min instr alts. (4-28)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

**SALEM-McNARY FLD: Rnwy lgts avail. upon req thru nearest commun. stn or Wea. Bur.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: VOR figt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts. (4-28)

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: DME 2500' MSL coverage 50 mi from 075° thru 180° to 240°; 4000' - 50 mi from 240° to 290°; 4000' - 40 mi from 290° to 330°; 4000' - 30 mi from 330° to 055°; 4000' - 50 mi from 055° to 075°. VOR radials 275° thru N to 75° usable 30 mi at min instr alt.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: Mar 24, apch ctl freq 320 kc will be out of service until April 16 - modernization. About April 30, ILS will be cmsnd. Lclzr freq 110.1 mc, with voice. Ident ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq 334.1 mc. Lctd 750' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear 61°. MM lctd 3475' from approach end of rnwy No. 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq 224 kc. Ident AB. (4-1) FLD: Due to non-visibility, twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on Arwy V 14 and V 37 within tolerance. Usable dist on V37, 40 mi at min instr alt. Other radials beyond tolerance in excess of 15 mi. (9-30)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. About April 22, LF rng will be shut down for approx 4 days - construction. During this time facility will be used for homing only. (3-3)

**HAZLETON ARPT: New field. Type: M. Lat 40-59-00; long. 76-00-00. Elev: 1600'. Lctn 1.5 N. No. of rnwys 2. Lngst rnwy & facs h40. Fuel Fl. Rem: Use E/W Rnwy only.

MT POCONO ARPT: Fld soft and wet - use asphalt rnwy. (3-8)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22. SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)

PENNSYLVANIA: PITTSBURGH-RADIO-SPECIAL NOTICE: Effect. Jan. 4, apch ctl will utilize radar to effect ctl and separation of IFR tfc arriving Greater Pittsburgh and Allegheny County Arpts. Acft under these procedures will be afforded a min. of three mi radar separation in lieu of standard non-radar separation. Arriving acft will be cleared by Pittsburgh apch ctl to feeder fixes at Pittsburgh Rng Stn, Butler MH, Cecil MH and Clinton or Greater Pittsburgh MH with expected apch times and holding instructions. Apch ctl will trans on 118.7 mc or other freq to meet airborne equip. needs. Radar separation and navigation will be provided to interception of the final apch crs for the type of apch being utilized at which time the acft will make and ILS ADF or radar apch. Pilots who desire to make apchs other than the above should so state upon first rdo ctc with apch ctl. Standard non-radar separation will be provided to any acft if requested by pilot on first ctc with apch ctl or to any acft not equipped to use these procedures. If no transmission is heard or pilot cannot establish commun with apch ctl during any two minute interval after leaving the feeder fix, pilot should assume he has rdo failure and complete straight-in apch if practicable. The required separation between such acft and others in the area will be provided on the basis that acft with rdo failure will land as soon as possible. (12-23)

**PITTSBURGH-ALLEGHENY COUNTY ARPT: Rotating white beacon with green flasher discontinued, replaced by alternating white and green rotating beacon. (3-25) Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc.

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist H fac 30 mi.

PITTSBURGH-GREATER PITTSBURGH ARPT: Rnwy 10-28 clsd 0800-1700 daily xcpt Sat and Sun and jet lndgs. (3-25)

★READING-GENERAL SPAATZ ARPT-TOWER: March 26, VHF/DF cmsnd. Freqs: 100-156 mc. All bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius.

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' - 30 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°, 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005° VOR usable dist 30 mi at min instr alt.

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft pracitce operns prohibited

SOUTH CAROLINA: ANDERSON-RADIO: VOR under some conditions may indicate clockwise errors to 4° from 103° thru 121°. Clockwise errors to 5° from 169° thru 215° (10-10)

BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

★CHARLESTON-RADIO: DME at VOR site operg on test basis. (3-19) VOR flgt-checked and cmsnd as full time nav. fac. Max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

COLUMBIA-RADIO: VOR course 200° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness.

COLUMBIA ARPT-TOWER: ILS lclzr, LMM and LOM resumed normal opern. Glide slope out of service indefinitely (3-26) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi.

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. FLD: Twr unable to observe S taxiway and final apch Rnwy 18 obstructed by bldg. (11-24)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area (W-177) being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

★SPARTANBURG-RADIO: DME at VOR site operg on test basis. (3-19)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (11-6)

SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable until further notice. (3-2)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, uable for lgt acft at pilot's discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

**RAPID CITY: Anti-aircraft artillery firing up to 60,000' in Scenic Danger Area No. 190.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

YANKTON ARPT: New NE/SW Runwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in inflight identification and the filing of alleged violations against the pilot.

ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S end of rnwy. (11-25)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 miles at min instr alt. (2-27)

CROSSVILLE-RADIO: VOR cmsnd as full time navigational fac. All courses aligned within tolerance, Usable dist excess 100 mi along Arwys Green 5 and toward Atlanta at min altitude. Usable dist in other directions not yet determined. (7-16)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Jan. 4, VOR shut down until approx May 4 - relctn. (3-29)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S rnwy closed ngts. (2-24)

★MEMPHIS AIR ROUTE TRAFFIC CONTROL CENTER: Trans. and rcvg fac on 255.4 mc decmsnd April 3. Trans. and rcvg freq. 301.4 mc cmsnd April 5.

★MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at minimum IFR alt - 40 mi. Trans. and rcvg on 255.4 mc cmsnd April 3.

★MEMPHIS ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Memphis Municipal Arpt. These procedures are described generally on Page 63, Part 1 of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl.

** (3-20) Mar. 29, trans & rcvr 258.8 mc cmsnd. FLD: 760' twr erected 30 mi S (185°T) at lat 34-28-00, long. 90-04-00. (3-25) Rnwy 9-27 clsd to all acft for westward take-off and lndg. Excavation off E end. (2-18)

★MEMPHIS NAS-TOWER: Navy UHF/DF on 255.0 to 400 mc available on request to twr.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°.

**NASHVILLE-BERRY FLD: 180' microwave twr erected 16 mi NW (328°T) at lat 36-15-25; long. 86-54-04. (3-22) Construction-new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. Open holes 30' from both sides and 2000' from SE end Rnwy 2L-20R. Mrkd days, ngts. (3-31)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples on all courses. About April 15, INSACS will be decmsnd and re-established at Crossville approx 10 days later. Smithville LF rng will remain in opern without voice. Class: SMRAWZ. Crossville VOR class will be VORW-DTV. (3-11)

SMYRNA-SEWART AFB-RADIO: USAF VHF/DF unreliable from 290°-030° clockwise below 4500'; unreliable in all quads below 3000'. (1-11)

TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

TEXAS: AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R. I. RR about 7 mi W of Amarillo; Exell Helium Plant on S. F. RR about 35 mi N.

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive let trng.

TEXAS: BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)
BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-16)
★COLLEGE STATION-EASTERWOOD ARPT-TOWER: Trans and rcvg fac 151.56 mc cmsnd April 5.
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends
CORPUS CHRISTI-CUDDIHY FLD-TOWER: On April 15, twr will be closed at 2000C. (4-2)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
DALLAS-LOVE FLD-TOWER: About April 15, ILS lclzr and glide slope will be shut down until approx August 15. (3-18) About April 15, ASR will be cmsnd. Trans: 341, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 257.8 mc. Rcvg: 3023.5 kc; 122.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 257.8 mc. (4-2)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi in N & NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26) USAF VHF/DF on trng status. (1-28)
★EL PASO-RADIO: DME at VOR site operg on test basis. (3-19)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' msl or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)
FT. WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping.
GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. About April 23, VOR will be shut down for approx 45 days-relctn. (3-2
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
HOUSTON-RADIO-SPECIAL NOTICE: Beginning 0001 Nov 17, apch ctl utilizes radar to effect control and separation of arriving tfc destined for Houston Mun Arpt. Acft under these procedures will be afforded a minimum of 3 mi radar separation in lieu of standard non-radar separation. Standard non-radar separation will be provided to any acft if requested by pilot on first radio contact with apch ctl or to any acft which is not equipped to utilize these procedures. Acft experiencing two-way rdo failure prior to receiving clearance to leave clearance limits shouldjconform to standard rdo failure procedures specified in CAR-60.
HOUSTON ARPT-TOWER: PPI apch to Rnwy 21 restricted to beyond 2 mi from arpt. (3-18)
FLD: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)
LIBERTY-DARRELL FLD: 167' temp drilling structures 5 mi WSW in area bounded by lat 27-59-00, long. 94-49-00 and lat 30-02-00, long. 94-51-30. (11-9)
MIDLAND AIRPARK-TOWER: Effect. Mar 1 and until Sept 1, USAF mobile tower controls all military and civil tfc on following freqs: Trans 396 kc, 121.5, 126.18 mc. Rcvg 3105 kc (until Mar 15), 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: Effect. Mar 1, 1954 until Sept 1, 1954 NW/SE Rnwy will be clsd to all acft durg daylgt hrs on week-days because of parked mil acft conducting refueling operns on rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl until will be in opern controlling all Mil and Civil acft by rdo or lgt signals. Use rnwys only. (2-26)
MISSION-TRI-CITIES ARPT: Closed. (3-11)
**PALACIOS-MATAGORDO CLUB ARPT: 120' rdo twr erected 3 mi SSW (250° T) at lat 28-26-15, long. 96-20-49. (3-22)
POTEET ARPT: Closed-const. (11-20)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)
TEXAS: SAN ANGELO-RADIO: VOR radials 290° clockwise thru 310° moderate to severe scalloping-caution.
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unrel below 4500' MSL in all quads. (12-22)
**SAN ANTONIO-BEXAR COUNTY ARPT: Abandoned. (3-26)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Effective March 13, 1954 light gun will oper Sat and Sun., 0900-1900. (3-12)
SAN BENITO BCN SITE 2, BRO-FTW: Effective April 15, bcn site will be discontd. (4-2)
SAN MARCOS-GARY AFB-RADIO: USAF Z mrkr unreliable above 5000'. (10-29)
**SEYMOUR AIRPORT: Abandoned. (3-26)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 30001 MSL. (2-19)
SINTON #1 ARPT: 87' unlgtd survey twr erected adj to hangar 200' S of W end E/W Rnwy.
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TULIA ARPT: Caution-water on rnwys during irrigation season.
TYLER-RADIO: Effect. Mar 3, due to modernization, LF rng will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative until further notice-modernization. (3-5)
**VICTORIA COUNTY ARPT: 450' lgtd receiving antenna erected 8 mi NE (60°T) at lat 28-50-14, long. 96-58-59. (3-24)
★WACO-RADIO: March 30, transmitter 255.4 mc cmsnd.
WACO-JAMES CONNALLY AFB-RADIO: USAF VHF/DF unreliable below 3000' all quads.
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells- one E edge N/S strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)
WICHITA FALLS-(SHEPPARD AFB): Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24)
YOAKUM ARPT, SITE 7, SAT-HOU: On or about April 15, 1954 will be abandoned. (3-19)
UTAH: ★BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME at site operg on test basis. (3-24)
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME gnd-checked only. (12-9)
HANKSVILLE-RADIO: Only VOR arwy radials flgt-checked.
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9)
★OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL (7-30) DME at VOR site operg on test basis. (3-24)
OGDEN HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350° VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. (3-24)
★ST. GEORGE-RADIO: Class: TVBJ. (3-30)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd-winters. No snow removal. (1-30)
BENNINGTON ARPT: Closed-construction. (10-29)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)
BURLINGTON ARPT: Closed ski-equipped acft. (1-31)
VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 clsd. Use strip 27-9 at pilots discretion-soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing hvy experimental object 300' below plane in traffic area at any hour or altitude.
★CHINCOTEAGUE NAAS-RADIO: Navy LF rng also opers 233.8 and 243.0 mcs. Call: "Navy Chincoteague Rdo". (3-23)
FRONT ROYAL-RADIO; VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226° 270 to 10° is 40 mi at 4000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at minimum instr alt. Roughness all quads.
HERNDON-RADIO: VOR radials within tolerance. Usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20)

VIRGINIA: ★NEWPORT NEWS-HENRY ARPT-TOWER: Transmits: 317 kc; 118.5,121.5,121.9 mc. Rcvs: 3023.5kc;122.5,118.5,121.5,121.9 mc. (1-1) FLD: Caution-soft shoulders NE end Rnwy 6-24. Equip. on fld.
NORFOLK-RADIO: Visual courses VAR slightly rough.
POWHATAN-PLAINVIEW ARPT: Caution - fld soft from regrading. (1-25)
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft.
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-28)
EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable 160° to 310° clockwise below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11)
LA CROSSE ARPT: Fld mainly used for crpp dusting.
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110° below 4000', 110-240°; below 3500', 240-315°. (1-13)
ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not lnd on this portion. (10-10)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service until further notice. (2-9)
SEATTLE-RADIO: Soon, Lakeview FM will be permanently discontd. (3-22)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR flgt-checked for en route Victor A rwys use only, at min instr alts and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts.
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 180-140° below 12,000', 140-090° below 11,000'; 90-70° and 300-180° below 9,000' 70-300° below 6,000'. (3-31)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19) Bndry and rnwy flood lgts decmsnd. (3-29)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution - const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)
TACOMA-McCHORD AFB-RADIO: USAF LF rng has multiples all courses beyond 20 mi. (3-26)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. (4-28)
YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mcs, lctd 3000' NW end rnwy 27 on rnwy extended centerline and glide slope, 335.0 mcs, lctd 1382.86' NW apch end Rnwy 27 and 400' NE rnwy centerline operg intermittently test basis daylgt hrs until May 15. (3-22)
WEST VIRGINIA: CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL. 270° thru 330°, 30 mi at 2500' MSL. All other radials within tolerance. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10)
HUNTINGTON-RADIO: About May 3, H fac freq will be changed from 236 to 323 kc. (3-30)
MARTINSBURG ARPT: Glider flying-peak activity expected on week ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
★WHEELING-OHIO COUNTY ARPT-TOWER: ILS back course unusable. (3-29)
WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)
GRANTSBURG-RADIO: VOR has counterclockwise course errors up to 0.9° in excess of tolerance from azimith angles 90° thru 116° and clockwise errors up to 1.7° in excess of
WISCONSIN: tolerance at azimuth angles 220° thru 252°. (4-3)
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
LAKE TOMAHAWK-DOLHUN ARPT: Closed winters. (1-13)
MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26,31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand overhead appchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: About April 5, ILS glide slope will be shut down for approx one week. (3-17) FLD: Formation take-offs prohibited on all rnwys without prior approval of the ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)
OSHKOSH-WINNEBAGO COUNTY ARPT: Use N/S and E/W Rnwys only -winters. (12-24)
STEVENS POINT APRT: Taxi strip to Rnwys 3 and 12 not plowed-winters. (2-1)
WAUPUN ARPT: Closed to transient acft during spring thaw March 18 to April 15 and during year after heavy rains. (3-19)
WOODRUFF-RADIO: Private MH fac shut down for approx 2 months. (1-28)
WOODRUFF-ARBOR VITAE ARPT: Rnwys kept plowed xcpt after hvy snow storms which may cause delay. Check field condition before departure. (1-28)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughenss above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apches. (3-17)
**CASPER-WARDWELL ARPT: ABANDONED. (3-22)
★CRAZY WOMAN-RADIO: DME at VOR site operg on test basis. (3-24)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
JACKSON ARPT: E/W Rnwy clsd and fenced. (6-1)
RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE Rnwy clsd - marked. (3-18)
★SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. DME at VOR site operg on test basis. (3-24)
PUERTO RICO: ★SAN JUAN-RADIO: March 16, trans & rcvr 6595 kc replaced by 6567 kc. (3-30)
VIRGIN ISLANDS ★ST. CROIX-RADIO: Trans & rcvr 6596 kc replaced by 6567 kc. Station class changed to TPV. (3-29)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ABERDEEN, S. DAK. Aberdeen Arpt 1300 SBRAZ-DTV 329 kc - ABR Procedure No. 1 Effective date: 3/10/54	Aberdeen VOR	245 2.5	2400	E side S crs 161 outbnd 341 inbnd 2400' within 25 mi.	1900	341 2.6	T-dn C-dn S-d 35 S-n 35 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 500-1.5 500-1 500-1.5 800-2	Within 2.6 miles.....climb to 2800' on N course within 25 miles.
ABILENE, TEXAS Abilene Arpt (old)	PROCEDURE CANCELLED effective December 21, 1953									
ABILENE, TEXAS Abilene Mun Arpt (New) 1778 SBRAZ-DTV 379 kc - ABI Procedure No. 1 Effective date: 12/21/53	Phantom Hill FM (Final) Abilene VOR	180 9.0 081 11.0	2520 3100	W side N crs 360° outbnd 180° inbnd 3000' within 25 miles	2520	172 3.2	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 3800' on S crs within 10 miles. CAUTION: Radio twr 2754', 10 miles S of airport.
ALBANY, GA. Albany Airport 196 SBMRAZ-DTV 254 kc - ABY Procedure No. 1 Effective date: 2/2/54	Albany BVOR	126 9.0	1500	N side E crs. 090 outbnd 270 inbnd 1400'-within 25 mi	1200	270 4.2	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles. . . .Climb to 1500' on W crs within 25 miles.
ALBANY, N.Y. Albany Arpt 288 SBRAZ-DTV 263 kc - ALB Procedure No. 1 Effective date: 4/1/54	Saratoga Springs FM Round Lake FM (Final) Grafton FM Coxsackie FM Delmar FM Schenectady FM	208 24.0 208 10.0 293 19.0 015 29.0 015 9.0 113 9.0	1800 *1100 3000 2200 1800 1800	W side N crs 028 outbnd 208 inbnd 1800'-within 10 miles	*1100	195 2.8	T-dn C-dn S-dn 19 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.8 miles . . .climb to 1000' on S crs. Make right climbing turn and proceed out W crs climbing to 3000' or (when directed by ATC) climb to 5000' on S crs. *Standard obstruction clearance not provided over tank 758'4.5 mi W of Albany LFR.
Procedure No. 2 Effective date: 4/1/54 (Using Delmar FM)	Saratoga Springs FM Grafton FM Coxsackie FM (Final) Schenectady FM	208 24.0 293 19.0 015 20.0 (To Delmar FM) 113 9.0	1800 3000 1700 1800	E side S crs 195 outbnd 015 inbnd 2200' within 10 miles of Delmar FM	1700 (over Delmar FM)	015 (From Delmar FM) 5.4	T-dn C-dn S-dn 1 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 5.4 miles after passing Delmar FM. . . Climb to 3000' on N crs within 25 miles or (when directed by ATC,) climb to 3000' on W crs Albany LFR within 25 mi. Distance for final approach from Coxsackie FM exceeds standard.
ALLENTOWN, PA. Allentown-Bethlehem-Easton Airport 392 SBMRAZ-DTV Procedure No. 1 Effective date: 4/1/54				# E side NE crs 059 outbnd 239 inbnd 2600'-within 15 miles	1500*	192 2.9	T-dn C-d C-n A-dn	300-1 600-1 600-1.5 800-2	300-1 600-1.5 600-2 800-2	Within 2.9 miles. . .Climb to 2500' on SW crs within 15 mi. *CAUTION: 1600' terrain on N side NE crs. Do not descend below procedure turn altitude until inbound on NE crs. #Procedure turn conducted E to avoid obstructions W of the NE crs.
ALMA, GA. Alma Airport 200 SBRAZ-DTV 242 kc, AMG Procedure No. 1 Effective date: 1/14/54				W side NW crs 319 outbnd 139 Inbnd 1400' within 25 miles	880	144 2.2	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-1.5 500-2 800-2	Within 2.2 miles . . . Climb to 1500' on SE crs. *Sod runways: Aircraft larger than DC-3 use caution.
ARCATA, CALIF. Arcata Airport 217 SBMRLZ-DTV 209 kc - ACV Procedure No. 1 Effective date: 3/17/54	(Initial approaches must be made on top with tops not above 10,000' msl.)			S side W crs 274 outbnd 094 inbnd 1500' within 10 mi (NA beyond 10 miles)	720	001 3.1	T-dn C-dn A-dn	300-1 500-2 1000-2	300-1 500-2 1000-2	Within 0.0 miles, make left turn and shuttle on W crs to on top within 10 mi, not below 1500'. SHUTTLE: On W crs 1500' within 10 miles.
Procedure No. 2 Effective date: 3/17/54	Int. W crs Ft. Jones LFR and radial 003° Fortuna VOR Fortuna VOR Int. W crs Arcata LFR and radial 160° Crescent City VOR or radial 341° Fortuna VOR Note: Approaches from all other directions must be made on top with tops not above 10,000' msl.	184 35 358 18.5 094 6.5	6000 2000 1500	S side W crs 274 outbnd 094 inbnd 1500' within 10 mi (NA beyond 10 miles)	720	001 3.1	T-dn C-dn A-dn	300-1 500-2 1000-2	300-1 500-2 1000-2	Within 0.0 mi, make left turn and shuttle on W crs to 2000', within 10 mi.
BAKERSFIELD, CALIF. Bakersfield-Kern County Airport No. 1 515 SBMRAZ-DTV 239 kc-BFL Procedure No. 1 Effective date: 11/18/53	Famosa FM (Final)	141 11.0	1600	W side NW crs 321 outbnd 141 inbnd 2000'-within 25 mi	1600	141 2.0	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 2.0 mi. . .turn right (west) and climb to 3000' on NW crs within 25 mi. Alternate missed approach when directed by ATC, climb to 2000' on SW crs within 15 miles. CAUTION: Numerous unlgtd TV receiving antennae in approach areas to runwys 25, 30 and 34.
BEAUMONT, TEXAS Jefferson County Arpt 15 SBMRLZ-DTV 368 kc - BUJ Procedure No. 1 Effective date: 1/15/54	Beaumont VOR	026 7.0	1400	W side N crs 340 outbnd 160 inbnd 1400'-within 25 mi	900	160 3.6	T-dn C-dn S-dn R-16 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.6 miles climb to 1400' on S crs within 25 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH. CRS. OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
BELMAR, N.J. Monmouth County Arpt 180 SBMRLZ (Lakehurst NAS) 520 kc - NEL Procedure No. 1 Effective date: 11/20/53	Int NE crs Lakehurst LFR and E crs Mattawan VAR (Final)	242 10.0	1000	E side NE crs* 062 outbnd 242 inbnd 1500'-within 10 mi NE of Asbury Park FM (NA beyond 10 miles)	1000' (over Asbury Park FM)	256 5.1 mi (From Asbury Park FM)	T-dn C-dn A-dn	300-1 600-2 1000-2	NA NA NA	Within 3 mi. after passing Asbury Park FM., turn left, climb to 1500' on NE (outbnd) crs. *Procedure turn conducted to the E to avoid traffic on Red 3.
BOWLING GREEN, KY Bowling-Green-Warren County Airport 540 SBRMAZ-DTV 368 kc - BWG Procedure No. 1 Effective date: 4/1/54	Clifty Int.	96 45.0	2000	N side SE crs 116 outbnd 296 inbnd 1900'-within 10 mi	1400	296 3.8	T-dn C-d C-n S-d S-n 29 A-dn	300-1 600-1 600-1.5 500-1 500-1.5 800-2	300-1 600-1.5 600-1.5 500-1 500-1.5 800-2	Within 3.8 miles. . .climb to 2000' on W crs.
BRYAN, TEXAS Easterwood Airport (College Station) 320 SBMRLZ-DTV 212 kc - BYT Procedure No. 1 Effective date: 4/22/54	College Station VOR	299 9.0	1400	W side of NW crs 315 outbnd 135 inbnd 1700'-within 25 miles	1100	113 11.6	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 11.6 miles climb to 1500' on SE crs within 25 miles or as directed by ATC.
BUFFALO, N.Y. Buffalo Airport 711 SBRAZ-DTV 260 kc - BUF Procedure No. 1 Effective date: 4/1/54	Wolcottsville FM (Final)	230 11.0	1300	N side NE crs 050 outbnd 230 inbnd 1800'-within 15 miles	1300	214 0.9	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0.9 miles. . .climb to 2000' on SW crs, or (when directed by ATC), climb to 2100' on W crs.
	E. Pembroke FM	272 18.0	1900							
Procedure No. 2 Effective date: 4/1/54 (Using Cheektowaga FM)	Wolcottsville FM	230 11.0	1800	S side SW crs 230 outbnd 050 inbnd 2000' within 10 miles (From Cheektowaga FM)	1500 (over Cheektowaga FM)	055 2.7 (From Cheektowaga FM)	T-dn C-dn S-dn 5 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 miles after passing Cheektowaga FM... Climb to 2000' on NE crs or, (when directed by ATC,) make right climbing turn to 2100' on E crs within 20 miles. Deviation from criteria authorized in straight-in landing minimums. Distance from Angola FM exceeds standard for final approach.
	E. Pembroke FM	272 18.0	1900							
	Angola FM (Final)	050 19.0 (From Cheek-towaga FM)	1500							
CHARLESTON, W. VA. Kanawha County Arpt 981 SBRAZ-DTV 400 kc - CHW Procedure No. 1 Effective date: 4/1/54				N side W crs* 280 outbnd 100 inbnd 2500'-within 10 miles	2000	112 10.7	T-dn C-d C-n A-dn	300-1 1000-2 1500-2 1500-2	300-1 1000-2 1500-2 1500-2	Within 0.0 miles. . .make a left turn and climb to 2500' on W crs. *Procedure turn conducted N to avoid traffic on Victor 4. Shuttle on W crs descending to 2500' within 10 miles.
CHATTANOOGA, TENN. Lovell Field 682 SBRAZ-DTV 341 kc - CHA Procedure No. 1 Effective date: 4/8/54	Chattanooga VOR	348 8.0	2000	E side of crs 032 outbnd 212 inbnd 2500'-within 25 miles	1660	203 3.2	T-dn C-dn A-dn	300-1 600-1.5 800-2	300-1 700-2 800-2	Within 3.2 miles climb to 4000' on SE crs Chattanooga LFR within 25 miles. Note: 1. Procedure turn non-standard due to high terrain to the west.
	Daisy FM	212 9.0	2200 1660 on final							
	Int. NW crs Chattanooga LFR and bearing 090 mag on N Chattanooga MHW (Signal Mtn Int).	129 10.0	2200							
	Int. SW crs Chattanooga LFR and Chattanooga VOR radial 280 (Rossville Int).	049 10.0	2300							
CHEYENNE, WYOMING Cheyenne Airport 6156 SBRAZ-DTV 362 kc - CYS LOM- CY Procedure No. 2 Effective date: 2/15/54	Hillsdale FM (Final abeam LOM)	256 8.0 to abeam LOM	7000	N side E crs 076 outbnd 256 inbnd 7300' within 25 miles	7000 (abeam ILS LOM*)	256 6.1 (From ILS LOM)	T-dn C-dn S-dn 26 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.1 miles after passing ILS, LOM, Climb to 7500' on S crs. Note: *ILS, LOM must be received on ADF, freq: 219 kc. Ident: CY.
	Silver Crown FM	102 13.0 to LFR	8000							
CLEVELAND, OHIO Cleveland-Hopkins Arpt 789 SBRAZ-DTXV 344 kc - CLE Procedure No. 1 Effective date: 12/8/53	Elyria FM (Final)	096 11.0	1400	S side W crs 276 outbnd 096 inbnd 1900'-within 10 miles	1400	098 1.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.0 mi. . .climb to 2900' on N side of E crs. CAUTION: 1939' twr 7 miles ESE of airport.
COLUMBIA, S. CAR. Columbia Airport 244 SBRAZ-DTV 227 kc - CAE Procedure No. 1 Effective date: 1/12/54	Columbia VOR	092 14.0	1900	*S side E crs 089 outbnd 269 inbnd 1500'-within 25 miles	1200	268 7.4	T-dn C-dn* A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 7.4 miles. .climb to 1900' on W crs. within 25 miles. Alternate missed approach procedure: (when directed by ATC), turn right climb to 2000' on NW crs. within 25 miles. *Deviations from standard criteria authorized: (1) obstruction clearance altitude-Tower 510' msl lctd 1.5 mi NW of LFR; (2) procedure turn to S to avoid Ft. Jackson Danger Area.
Owens Field 192 Procedure No. 1 Effective date: 10/16/53	Columbia VOR	095 14.0	1900	E side SE crs 150 outbnd 330 inbnd 1500'-within 25 mi	1200	330 1.9	T-dn C-d C-n S-d S-n 33 A-dn	300-1 1000-1 1000-2 1000-1 1000-2 1000-2	300-1 1000-1.5 1000-2 1000-1 1000-2 1000-2	Within 1.9 mi. . .climb to 1500' on NW crs within 25 miles. CAUTION: 920' twr located 1.5 miles NW of fld.
COLUMBUS, N. MEX. Columbus Airport 4024 SBMRAZ-DTV 284 kc - CUS Procedure No. 1 Effective date: 1/19/54	Columbus VOR	090 1.0	6500	N side E crs 078 outbnd 258 inbnd 6500'-within 25 miles	5500	262- 1.9	T-d T-n C-d C-n A-d A-n	1000-2 1000-3 1000-2 1000-3 1500-3 1500-4	1000-2 1000-3 1000-2 1000-3 1500-3 1500-4	Within 1.9 miles - Climb to 9000' on W crs.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH. CRS. OUTBND. AND INBND ALTITUDES LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
COLUMBUS, OHIO Port Columbus Airport 816 SBRAZ-DTV 391 kc - CMH Procedure No. 1 Effective date: 4/2/54	Hilliard FM (Final)	094 10.0	1900	S side W crs 274 outbnd 094 inbnd 2400'-within 10 miles (NA beyond 10 miles)	1900	072 1.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2 miles. . .climb to 2400' on E crs of Columbus LFR within 10 miles.
	Mt. Liberty FM	206 28.0	2300							
	Radar terminal area transition altitudes	All sectors within 25 mi 2500' 25-40 miles 3000'								
CONCORD, N.H. Concord Airport 345 BMRLZ-DTV 251 kc - CON Procedure No. 1 Effective date: 12/28/53				E side SE crs 164 outbnd 344 inbnd 2000' within 10 miles	1400	332 2.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 2.2 miles. . .climb to 5000' on NW crs Note: This procedure not approved for ADF approach. CAUTION: Standard obstruction clearance not provided over 1410' obstruction approximately 8 miles E of Concord LFR.
CROSS CITY, FLA. Cross City Airport 42 SBMRAZ-DTV 269 kc - CTY Procedure No. 1 Effective date: 1/12/54	Cross City VOR	264 1.0	1100	E side SE crs 135 outbnd 315 inbnd 1100'-within 25 miles	600	315 2.7	T-dn C-dn S-dn 31 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 miles. .Climb to 1200' on NW crs within 25 miles.
DALLAS, TEXAS Love Field 483 SBMRAZ-DTV 341 kc - DAL Procedure No. 1 Effective date: 4/16/54	Dallas VOR	230 11.0	2000	E side S crs. 176 outbnd 356 inbnd 2000' within 25 miles	1100 #	356 2.3	T-dn C-dn #S-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 2000' on N crs, within 25 miles or as directed by ATC. Note: # If Dallas FM not received descent below 1400' not authorized and straight-in minima not authorized. Maintain procedure turn altitude until within 10 miles of DAL-LFR or after passing Duncanville FM on final. 1049' MSL obstruction located 3.5 miles ESE of range.
	Duncanville FM & MHW (Final)	356 10.5	1400							
	Dallas FM (Final)	356 5.3	1100							
DAYTON, OHIO Dayton Airport Procedure No. 1	PROCEDURE CANCELLED effective April 1, 1954									
DAYTONA BEACH, FLA. Daytona Beach Airport 34 SBMLZ-DTV 236 kc - DAB Procedure No. 1 Effective date: 1/14/54	Daytona Beach VOR	042 4.5	1100	South side W crs 281 outbnd 101 inbnd 1100' within 25 miles	620	101 2.1	T-dn C-dn S-dn 10 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.1 miles. .climb to 1400' on E crs within 15 miles.
DES MOINES, IOWA Des Moines Airport 957 SBRAZ-DTV 212 kc - DSM Procedure No. 1 Effective date: 12/25/53	Martindale FM (Final)	005 10.5	1600	E side S crs 185 outbnd 005 inbnd 2100'-within 15 miles 2200'-within 25 miles	1600	343 2.2	T-dn# C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.2 miles. . . immediately turn left climb to 2600' on W crs or when directed by ATC, immediately turn left, climb to 2600' on 253° crs from LFR. CAUTION: 1560' MSL TV twr located 3.2 miles NNE of airport. #When TV twr not visible on N, NW, E and W takeoffs, climb to 2100' prior to turning toward twr.
	Des Moines VOR	353 4.2	2100							
DETROIT, MICHIGAN Detroit City Airport 626 SBRAZ-T(Windsor, Ont). 353 kc - QG Procedure No. 1 Effective date: 11/30/53	Detroit VOR	088 27.8	2300	E side SE crs 142 outbnd 322 inbnd 1900'-within 25 miles	1640	329 9.0	T-dn* C-dn A-dn	500-1 1000-2 1000-2	500-1 1000-2 1000-2	Within 0.0 mi. .Climb to 2300' on NW crs. *300-1 Runway 33 only. Note: Detroit Rbn located 2.6 mi. SE of Detroit City Airport.
	Detroit Rbn	138 6.5	2300							
Procedure No. 2 Effective date: 1/30/54	From Detroit VOR to Warren Int. # From Pontiac Int to Warren Int.# (Final)	060 23.0 149 11.0	2700 2000	W side of NW crs 329 outbnd 149 inbnd 2700' within 25 mi of Warren Int.#	Min alt over #Warren Int 2000	From Warren Int. # to Airport 149 5.2	T-dn C-dn A-dn	500-1 700-1 800-2	500-1 700-1.5 800-2	Within 5.2 miles after passing Warren Int.# Climb straight ahead to 2300' to Windsor LFR or if directed by ATC make left climbing turn. Climb to 2300' and proceed out NW crs Windsor LFR to Warren Int.#. *Take-off 300-1 Runway 33 only. #Warren Int-Int NW crs Windsor LFR and E crs. Salem VAR or 60 crs from Detroit-VOR.
ELKINS, W. VA. Elkins Airport 1987 SBMRAZ-DTV 281 kc - EKN Procedure No. 1 Effective date: 4/1/54				W side N crs 353 outbnd 173 inbnd 4500' within 10 miles	4500	175 3.1	T-d T-n C-d C-n A-d A-n	1000-2 NA 2000-2 NA 2000-3 NA	1000-2 NA 2000-2 NA 2000-3 NA	Within 3.1 miles. . .climb to 6000' on S crs within 25 miles.
ELMIRA, N.Y. Chemung County Arpt 951 SBRAZ-DTV 385 kc ELM Procedure No. 1 Effective date: 4/1/54				S side SW crs 223 outbnd 043 inbnd 3000' within 15 miles	2500	075 1.7	T-d T-n C-d C-n A-d A-n	800-2 800-3 1200-2 1200-3 1800-2 1800-3	800-2 800-3 1200-2 1200-3 1800-2 1800-3	Within 1.7 miles. .climb to 3500' on NE crs within 10 miles.
ERIE, PA. Port Erie Airport 732 SBMRAZ-DTV 371 kc - ERI Procedure No. 1 Effective date: 4/1/54	North Springfield FM(Final)	069 12.0	1500	S side SW crs 249 outbnd 069 inbnd 2000' within 10 miles	1500	065 2.0	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 2.0 miles. .climb to 2500' on NE crs Erie LFR.
FORT MYERS, FLA. Page Field 17 SBRAZ-DTV 341 kc - FMY Procedure No. 1 Effective date: 1/14/54				S side SW crs 218 outbnd 038 inbnd 1200'-within 25 mi	700	038 3.7	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.7 miles. .Climb to 1200' on NE crs within 25 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN. (+ SIDE OF FINAL APCH. CRS. OUTBND. AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11
FORT WAYNE, IND. Baer Field 801 SBMRLZ-DTV 251 kc FWA Procedure No. 1 Effective date: 2/18/54	Fort Wayne VOR	172 7.0	2000	S side of crs 231 outbnd 051 inbnd 2000' within 25 miles	1500	051 3.5	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.5 miles. . .climb to 2300' on NE crs of Fort Wayne LFR.
	Markle FM (Final)	051 10.0	1500							
FORT WORTH, TEXAS Meacham Field 692 SBRAZ-DTXV 365 kc - FTW Procedure No. 1 Effective date: 2/6/54	Haslet FM (Final)	165 8.0	1400	W side N crs 345 outbnd 165 inbnd 2000' within 25 mi	1400	178 2.4	T-dn C-dn #S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.4 miles climb to 2000' on S crs within 25 miles. #CAUTION: Deviation authorized in obstruction clearance over building 956'MSL located 0.6 miles S of LFR on final approach track. 590 FPM descent required at 120MPH
Procedure No. 2 Effective date: 2/6/54	Int. West crs Dallas LFR (Final)	358 5.0	1460	W side S crs 178 outbnd 358 inbnd 2000'-within 25 mi*	1460 (Over Rockwood FM)	358 2.6 (From Rockwood FM)	T-dn C-dn S-dn# 35 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Climb to 2000 on N crs within 25 miles *Procedure turn non-standard due to obstructions, #590 FPM descent required at 120 MPH
GRAND ISLAND, NEBR. Grand Island Arpt 1846 SBMRLZ-DTV 263kc - GRI Procedure No. 1 Effective date: 11/25/53	Grand Island VOR	345 0.8	3100	W side N crs 345 outbnd 165 inbnd 3100'-within 15 mi 3200'-within 25 mi	2440	155 1.7	T-dn C-dn A-dn	300-1 500-1 1000-2 (BCOB)	300-1 500-1.5 1000-2 (BCOB)	Within 1.7 mi..climb to 3200' on S crs within 25 miles.
GRAND RAPIDS, MICH. Kent County Airport 692 SBMRLZ-DTV 329 kc - GRR Procedure No. 1 Effective date: 12/20/53	Alaska FM (Final)	303 10.3	1460	E side SE crs 123 outbnd 303 inbnd 2000' within 25 miles	1460	303 2.0	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 2.0 miles..climb to 1900' on NW crs. within 25 miles. CAUTION: 912' stack located 0.5 miles WSW of airport. 930' twr located 2.0 miles S of airport.
GREAT FALLS, MONT. Great Falls Airport 3671 SBRAZ-DTV 317 kc - GTF Procedure No. 1 Effective date: 11/17/53	Cascade FM (Final) Belt FM	023 19.0 270 22.0	5500 5500	S side of crs 203 outbnd 023 inbnd 5500' within 10 miles 15, 20 & 25 NA due to high terrain.	4200	015 1.6	T-dn C-d C-n S-dn 2 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1 800-2	Within 1.6 miles, climb to 5500' on NE crs within 25 mi. of Great Falls LFR or as directed by ATC. Alternate missed approach-when directed by ATC, execute climbing left turn, climb to 5500' on NW crs within 25 miles of Great Falls LFR. *When Cascade FM used as final approach marker, descent authorized to 4200' when within 10 mi of Great Falls LFR. CAUTION: 3850' terrain 15 miles SW of airport. 4500' terrain 6 miles NE of Cascade FM. 3786' tank just S of airport. LFR towers 3840'.
GREENSBORO, N.C. Greensboro-High Point Airport 913 SBRAZ-DTV 365 kc - GSO Procedure No. 1 Effective date: 2/2/54	Summit Hill FM (Final) Greensboro VOR	237 9.0 032 6.0	1800 2300	N side of NW crs 057 outbnd 237 inbnd 2300' within 25 miles	1760	250 1.4	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.4 miles make left turn, climb to 2300' on SE crs within 25 miles or when directed by ATC make right turn, climb to 4000' on NW crs of Greensboro LFR within 25 miles.
HUNTINGTON, W. VA. Tri-State Airport Procedure No. 1	PROCEDURE CANCELLED effective December 3, 1953									
HUTCHINSON, KANSAS Hutchinson Arpt 1542 SBMRLZ-DTV 227 kc - HUT Procedure No. 1 Effective date: 11/25/53	Hutchinson VOR	062 4.0	2800	E side S crs 170 outbnd 350 inbnd 2800' within 15 mi (NA beyond 15 mi account ATC)	2300	350 3.1	T-dn C-d C-n S-d S-n 35 A-dn	300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 500-1 500-1.5 800-2	Within 3.1 mi. . . .climb to 2800' on N crs within 25 miles or when directed by ATC, turn left and climb to 3000' on W crs within 25 miles. CAUTION: 2340' TV twr located 4.6 miles ESE of airport. Aircraft taking off to N, S, NE, SE climb to 2800' prior to proceeding toward TV twr.
	North Fork Rbn or FM (Final)	350 13.0	2300							
JACKSONVILLE, FLA. Imeson Airport 52 SBRAZ-DTV 344 kc - JAX Procedure No. 1 Effective date: 1/26/54	Fort George FM (Final)	269 10.0	640	N side E crs 089 outbnd 269 inbnd 1100'-within 25 mi	640	269 1.7	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 1.7 miles. . .climb to 1300' on W crs. within 25 miles.
JOPLIN, MISSOURI Joplin Airport 980 BMRLZ-DTV 400 kc - JLN Procedure No. 1 Effective date: 1/8/54	Int. N crs Joplin LFR and E crs Chanute LFR (Final)	178 7.5	1600	W side N crs 358 outbnd 178 inbnd 2200' within 25 miles	1600	172 6.2	T-dn C-d C-n S-d S-n 17 A-dn	300-1 500-1 500-1.5 500-1 500-1 800-2	300-1 500-1.5 500-1.5 500-1 500-1.5 800-2	Within 6.2 miles. . .climb to 2500' on S crs within 25 miles. ADF procedure not authorized.
KANSAS CITY, MO Kansas City Airport 758 SBRAZ-DTXV 359 kc - MKC Procedure No. 1 Effective date: 4/5/54	Kansas City VOR	184 8.0	2400	E Side NW crs 328 outbnd 148 inbnd 2400' within 10 miles (NA beyond 10 miles)	1600	142 2.9	T-dn# C-dn A-dn	300-1 500-1 800-2	300-1 700-1.5 800-2	Within 2.9 miles, immediately turn right, climb to 2200' on SW crs within 25 miles or when directed by ATC immediately turn right. Climb to 2500' and intercept 310° ADF track to Farley Rbn and hold. CAUTION: Grain elevators 903' MSL and railroad flood lights 857' MSL 2/3 mi NNE of runway 18. Cracking plant and stack 858' msl 0.5 mi WNW of airport. TV twr 1670' msl 2.9 mi S of airport. Congested buildings 1423' MSL 1 mile SSE of airport. #Take-offs to S or SW when weather is below 1000-3 will intercept a 210° ADF track from ILS-LMMor 185° outbnd crs from Kansas City VOR as soon as practical after take-off until reaching 2500' prior to making left turn.
	Linkville FM (Final)	148 11.5	1600							

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CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	CRS AND DIST	MIN ALT				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
KANSAS CITY, KANSAS Fairfax Airport 746 SBRAZ-DTXV 359 kc - MKC Procedure No. 1 Effective date: 4/5/54	Kansas City VOR	184 8.0	2400	E side NW crs 328 outbnd 148 inbnd 2400' within 10 miles (NA beyond 10 miles)	1600	134 1.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 700-1.5 800-2	Within 1.0 miles. . .immediately turn right, climb to 2200' on SW crs within 25 miles, or when directed by ATC, immediately turn right, climb to 2500'and intercept 310° ADF track to Farley Rbn and hold. CAUTION: Obstructions 1430'MSL located 3 miles SE of airport. Cracking plant 911' MSL and stack 853'MSL 0.5 mi ESE approach end runway 35. TV twr 1670'MSL 4.5 mi S of airport.
	Linkville FM (Final)	148 11.5	1600							
KEY WEST, FLA. Meacham Field 4 SBRAZ-DTV 332 kc - EYW Procedure No. 1 Effective date: 4/4/54	Stock Island FM	250 4.1	1200	S side W crs 266 outbnd 086 inbnd 1300'-within 25 mi	820	070 1.5	T-d T-n C-d C-n A-d A-n	300-1 NA 500-1 NA 800-2 NA	300-1 NA 500-2 NA 800-2 NA	Within 1.5 miles climb to 1300' on E crs within 25 miles of Key West LFR.
	Key West VOR	188 1.7	1300							
LANSING, MICH. Capital City Arpt 858 SBMRAZ- VOR 206 kc - LAN Procedure No. 1 Effective date: 1/21/54	Lansing VOR	067 9.0	2300	N side E crs 101 outbnd 281 inbnd 2900' within 25 mi	2360	280 2.6	T-dn C-dn S-dn 27 A-dn	300-1 800-1 800-1 800-2	300-1 800-1.5 800-1 800-2	Within 2.6 miles climb to 2200' on W crs, within 25 miles or when directed by ATC make right climbing turn to 2000' on NW crs Lansing LFR within 25 miles.
LARAMIE, WYO. Brees Field 7273 SBMRAZ-DTV 206 kc - LAR Procedure No. 1 Effective date: 2/15/54	Laramie VOR	048 1.5	8500	E side NW crs* 317 outbnd 137 inbnd 8500' within 25 mi	8000	148 2.1	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-1.5 500-2 800-2	Within 2.1 miles. . .climb to 11,500' on SE crs within 25 miles. Notes: *Procedure turn E side account high terrain W side.
LONE ROCK, WISC. Lone Rock Arpt Procedure No. 1	PROCEDURE CANCELLED effective December 10, 1953									
LOS ANGELES, CALIF. Los Angeles Intn'l Arpt 125 SBRAZ-DTXV 332 kc- LAX Procedure No. 1 Effecti ve date: 4/5/54	Hollywood Hills FM	143 13.0	3000	S side E crs 078 outbnd 258 inbnd 2000' within 10 mi and in no case far- ther E than the Downey Rbn.	1000 #	245 3.9	T-dn C-dn S-dn 25L/R A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 3.9 miles climb to 2000' on Wcrs within 25 miles. *Procedure turn S for more favorable terrain. #1500' must be maintained until past Los Angeles LOM inbnd.
	Downey FM/Rbn	254 11.0	1500							
	Los Angeles LOM (Final)	254 2.0	1000							
	Int. S crs Los Angeles and SE crs Long Beach	328 20.0	3000							
MADISON, WISC. Traux Field 859 BMRLZ-DTV 400 kc - MSN Procedure No. 1 Effective date: 12/1/53				N side E crs 094 outbnd 274 inbnd 2100' within 15 miles	1600	314 2.6	T-dn C-dn S-dn 31 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.6 miles. . .climb to 2500' on N crs within 25 miles of LFR. Note: ADF procedure not authorized.
MARTINSBURG, PA. Blair County Arpt 1495 SBMRAZ-DTV 209 kc - AOO Procedure No. 1 Effective date: 4/1/54				W side N crs 022 outbnd 202 inbnd 3600- within 10 mi	3100	202 1.3	T-dn C-d C-n A-dn	1000-1 1000-1 1000-2 1500-2	1000-1 1000-2 1000-3 1500-3	Within 1.3 miles. .climb to 4700' on S crs Altoona LFR.
MEDFORD, ORE. Medford Airport 1330 SBRAZ-DTV 263 kc - MFR Procedure No. 1 Effective Date: 5/15/49	Trail FM (Final) Int. S crs Medford LFR and W crs Klamath Falls LFR		3000 8000	Eside N crs * 332 outbnd 152 inbnd 6000'- within 14 mi 6500'-within 25 mi	3000	158 2.4	T-dn C-dn A-dn	300-1 1100-2.5 1100-3	300-1 1100-2.5 1100-3	Within 2.4 mi. . .make 180° right turn to N crs crs climbing to 6500' within 14 miles. *Procedure turns on W side N crs not authorized due to high terrain.
MELBOURNE, FLA. Melbourne-Eau Gallie Airport 26 SBRAZ-DTV 257 kc - MLB Procedure No. 1 Effective date: 1/12/54				W side N crs 338 outbnd 158 inbnd 1200' - within 25 mi	700	158 2.3	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.3 miles...climb to 1300' on S crs within 25 miles.
MIAMI, FLA. Miami Intn'l Arpt 9 SBRAZ-DTV 365 kc - MIA Procedure No. 1 Effective date: 3/25/54	Krome FM 600' (Final)	092 9.0	600	N side W crs 272 outbnd 092 inbnd 1100'-within 25 mi	600	085 5.7	T-dn C-dn S-dn 9-R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.7 miles. . .climb to 1400' on E crs of of LFR. Procedure turn non-standard to avoid traffic around Tamiami Airport.
MIDLAND, TEXAS Midland Air Terminal 2867 BMRLZ-DTV 209 kc - MAF Procedure No. 1 Effective date: 3/24/54	Midland BVOR	200 9.0	4000	S side of SW crs 229 outbnd 049 inbnd 4200'-within 10 mi 4300' within 25 mi	3740	49 3.8	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.8 miles climb to 4000' on S crs of LFR within 10 miles.
MILLVILLE, N. J. Millville Airport 87 SBRAZ-DTV 365 kc - MIV Procedure No. 1 Effective date: 12/1/53				W side NW crs 337 outbnd 157 inbnd 1600'-within 10 mi (NA beyond 10 miles)*	1100	144 4.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 4.3 mi. . .climb to 1500' (or higher altitude when directed by ATC) on SE crs within 25 miles. *Procedure turn beyond 10 miles not authorized due to operations at New Castle County Airport. Note: Night operations authorized on E/W and NW/SE runways only.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (*) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MINNEAPOLIS, MINN. Minneapolis-St Paul International Airport (Wold-Chamberlain) 840 SBRAZ-DTV 266kc - MSP Procedure No. 1 Effective date: 2/10/54	Hastings FM (Final) 9.0	298	1500	N side SE crs 118 outbnd 298 inbnd 2100' within 15 mi	1500	289 3.4	T-dn C-dn S-dn 29L	300-1 500-1 500-1	300-1 500-1.5 500-1	Within 3.5 miles. . .climb to 2500' on NE crs Minneapolis LFR to Hamel FM or when directed by ATC, make left climbing turn to 2200' proceeding out SW crs Minneapolis LFR to Jordan FM or make left climbing turn to 2100' and return to Minneapolis LFR.
	Hamel FM 26.0	118	2500							
	Minneapolis VOR 22.0	144	2500	2400' within 25 mi			A-dn	800-2	800-2	
MOLINE, ILLINOIS Quad-City Airport 590 SBRAZ-DTV 224 kc - MLI Procedure No. 1 Effective date: 4/15/54	Moline VOR 21.5	236	2300	S side of W crs 265 outbnd 085 inbnd 2000' within 25 mi	1590	140 10.7	T-dn C-dn A-dn	300-1 1000-2 1000-2	300-1 1000-2 1000-2	If not contact over Moline LFR climb to 2300' on E crs within 25 miles. CAUTION: Radio twr 1054' MSL 6 miles NW of airport; radio twr 1067' MSL 5 miles NE of airport. Radio twr 1305' MSL 7 mile NNE. of airport.
MONTGOMERY, ALA. Dannelly Field 219 SBRAZ 362 kc - MXF Procedure No. 1 Effective date: 1/13/54	Montgomery VOR 12.0	332	1700	W side N crs 360 outbnd 180 inbnd 1700' within 25 mi	1200	171 5.6	T-dn C-dn S-d 15 S-n* A-dn	300-1 500-1 500-1 NA 600-2	300-1 500-1.5 500-1 NA 800-2	Within 5.6 miles. . .climb to 1500' on SW crs, within 25 miles. *Night operation Runway 15-33 NA due lack of obstruction and runway lights.
MUSKEGON, MICH. Muskegon County Arpt 628 SBMRLZ-DTV Procedure No. 1 Effective date: 12/8/53	Int SW crs Muskegon LFR and SE crs Milwaukee LFR 46.0	047	1900	E side SE crs 137 outbnd 317 inbnd 1800'-within 10 mi 1900'-within 25 mi	1300	317 2.4	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.4 miles..climb to 2000' on NW crs Muskegon LFR
	Int SE crs Muskegon LFR and SW crs Grand Rapids LFR 35.0	317	1900							
NEW YORK, N.Y. New York Intn'l Arpt 12 SMRA 379 kc - IDL Procedure No. 1 Effective date: 2/1/54	Scotland Int. or MHW (Final) 11.0	042	700	E side SW crs 222 outbnd 042 inbnd 1200'-within 15 mi	700	040 2.9	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.9 mi. . . climb to at least 500' on NE crs, make a climbing right turn to 130° intersecting SW crs of the Mitchel LFR. Continue climb to 1500' (or higher altitude when requested by ATC) outbnd on SW crs Mitchell LFR. CAUTION: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 1R.
Procedure No. 2 Effective date: 2/1/54	Glen Cove Int to Elmont FM (Final) 10.0	218	1000	E side NE crs 038 outbnd 218 inbnd 1500'-within 10 mi of Elmont FM	Elmont FM 1000	218 4.6	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 4.6 mi after pasing Elmont FM. . . Climb to 1200' (or higher altitude when requested by ATC) on SW crs within 10 miles. *Procedure turn conducted E to avoid LaGuardia traffic
OAKLAND, CALIF. Oakland Airport 5 SBRAZ-DTXV 362 kc - OAK Procedure No. 1 Effective date: 12/1/53	Bay Point FM 24.0	200	3000	S side SE crs 124 outbnd 304 inbnd 1500'-within 10 mi# (NA beyond 10 miles due to traffic conflictions)	1000 (over Mt. Eden Int.)	304 7.0 *(From Mt.Eden Int.)*	T-dn C-dn S-dn 27 L/R A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 0.0 mi. . . climb to 2000' on NW crs within 15 miles. (Richmond Int.) All maneuvering W of crs. Missed or aborted approaches must cross Oakland LFR at not above 1500'. *Mt. Eden Int. defined as Int. SE crs Oakland LFR and 047° bearing to Hayward Rbn (242kc, HWD). If Mt. Eden Int. not received, descent below 1000' not authorized and 1000' landing minimums apply. CAUTION: High terrain (Mt. Diablo-3925') 7 miles SE of NE crs, 17 miles from LFR. Also, high terrain paralleling SE crs on NE side. #All descents and maneuvering beyond 10 miles must be done in accordance with Newark holding pattern procedure.
	Evergreen FM/Rbn 37.0	304	3500							
	Newark FM/Rbn 16.0	304	1800							
	Mt. Eden Int.* (Final) 8.0	304	500							
OKLAHOMA CITY, OKLA. Will Rogers Airport Procedure No. 2	PROCEDURED CANCELLED effective February 2, 1954									
ORLANDO, FLA. Orlando Airport 115 SBMRLZ-DTV 371 kc - ORL Procedure No. 1 Effective date: 2/11/54	Oviedo FM (Final) 10.0	220	700	S side NE crs 040 outbnd 220 inbnd 1200'-within 25 mi	700	220 3.4	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.4 miles. . .climb to 1500 on SW crs.
	Orlando VOR 4.0	035	1500							
OTTO, N. MEX. Otto Airport 6226 BMRLZ-DTV 290 kc - OTO Procedure No. 1 Effective date: 11/2/53	Int. E crs Otto LFR and SW crs Las Vegas LFR		8500	E side S crs 164 outbnd 344 inbnd 8000' within 25 mi	7220	074 0.2	T-d T-n C-d C-n A-dn	500-1 500-2 1000-1 1000-2 1000-2	NA NA NA NA NA	Within 0.0 mi. . .climb to 9500' on E crs Note: ADF procedure not authorized.
PALACIOS, TEXAS Palacios Municipal Arpt 13 BMRLZ-DTV 350 kc - PSX Procedure No. 1 Effective date: 1/15/54	Palacios VOR 2.0	115	1300	W side NW crs 298 outbnd 118 inbnd 1300' within 10 mi Beyond 10 miles not authorized.	740	109 2.0	T-d T-n C-d C-n S-d R-13 S-n A-d A-n	300-1 NA 500-1 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 500-1.5 NA 800-2 NA	Within 2.0 miles climb to 1200' on SE crs within 15 miles. This procedure not approved for ADF approach.
PENDLETON, ORE. Pendleton Airport 1493 SBRAZ-DTV 341 kc - PDT Procedure No. 1 Effective date: 12/23/53	Pendleton VOR 7.0	072	4000	N side of E crs 056 outbnd	2400	258 2.0	T-dn C-dn #S-dn Rnwy 25 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.0 miles. . .climb to 4000' on W crs within 25 miles of Pendleton LFR. *Descent to 2000' authorized (Final) after passing Pendleton LOM, if Pendleton LOM not received, maintain 2400' until reaching Pendleton LFR. #Straight-in landing minimums applicable only if Pendleton LOM received.
	Cabbage Hill FM 12.0	301	4800	236 inbnd 3000'-within 10 mi 4500'-within 15 mi (NA beyond 15 mi due to high terrain)						
	Athena Int. (Final) 14.0	236	2400							
	Pendleton LOM (Final) 3.0	236	* 2000							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: side of FINAL APCH. CRS. OUTBND. AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
PHILIPSBURG, PA. Philipsburg Airport 1933 SBRAZ-DTV 236 kc - PSB Procedure No. 1 Effective date: 11/30/53				W side NW crs 343 outbnd 163 inbnd 3500' within 25 mi	3000	169 5.0	T-dn C-d C-n A-dn	500-1 600-1 600-2 1000-2	500-1 700-1 700-2 1000-2	Within 5.0 mi . . .climb to 4500' on S crs within 25 miles. CAUTION: 2300' unlighted hills 2 miles to S and SE of airport.
PITTSBURGH, PA. Allegheny County Arpt 1252 SBRAZ-DTV 254 kc - PIT Procedure No. 1 Effective date: 2/1/54	Old Concord Int. (Int SW crs Pittsburgh LFR and NW crs Morgantown LFR)	044 29.0	2700	S side of SW crs 224 outbnd 044 inbnd 2500' within 10 mi (NA beyond 10 miles)	2000	085 2.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.3 miles. . .climb to 3000' on SE crs within 15 miles.
POCATELLO, IDAHO Phillips Field 4448 BMRLZ-DTV 257 kc - PIH Procedure No. 1 Effective date: 1/29/54				N side of W crs 236 outbnd 056 inbnd 6500'-within 25 mi of Pocatello LFR Procedure turn N for more favorable terrain.	* 4940	326 0.3	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 600-1.5 600-2 800-2	Within 0.0 mi. . .execute climbing left turn, climb to 6500' on W crs within 25 mi of Pocatello LFR ADF procedure not authorized CAUTION: High terrain located S of final approach crs. Standard criteria not followed in Item 6 due to 5050' terrain located approximately 9.5 miles SW of Pocatello LFR and 4600' terrain 2.5 miles SSW of Pocatello LFR 1.25 miles S of the W crs. *Position must be maintained N. of W crs when descending below 5100'.
PORTLAND, OREGON Portland Intn'l Arpt 23 SBRAZ-DTV 332 kc - PDX Procedure No. 1 Effective date: 11/12/53	Stevenson FM Washougal FM Woodland FM La Center FM (Final)	243 32.0 243 18.0 151 23.0 151 12.0	6000 4000 3000 1500	W side N crs 331 outbnd 151 inbnd 2000'-within 15 mi 3000'-within 20 mi 4000'-within 25 mi	1500	159 3.3	T-dn C-d C-n A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 700-1.5 800-2	Within 3.3 mi. . .climb to 3000' on S crs, climbing to 2000' within 10 miles of LFR.
RALEIGH, N. CAR. Raleigh-Durham Arpt 435 SBRAZ-DTV Procedure No. 1 Effective date: 3/24/54	Raleigh BVOR Knightdale FM (Final)	343 9.0 299 11.0	2000 1400	N side SE crs 119 outbnd 299 inbnd 1900'-within 25 mi	1400	296 4.0	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.0 miles climb to 2000' on NW crs within 25 miles, or when directed by ATC climb to 1800' on NE crs. of Raleigh LFR within 25 miles
RENO, NEVADA Reno Municipal Arpt 4404 SBRAZ-DTV 254 kc - RNO Procedure No. 1 Effective date: 2/15/54	Wadsworth FM Reno VOR	228 27.0 263 6.0	9000 9000	E side N crs 341 outbnd 161 inbnd 8500' within 20 mi 9000' within 25 mi	7000	161 3.0	T-dn C-dn A-dn	1000-3 2500-3 2500-3	1000-3 2500-3 2500-3	Within 3.0 mi. . .make immediate left turn and climb to 9000' on N crs within 20 miles or as directed by ATC. SHUTTLE: N crs to 10,000' within 25 miles.
RICHMOND, VA. Byrd Field 167 SBRAZ-DTV 260 kc - RIC Procedure No. 1 Effective date: 4/1/54	Chester FM (Final)	038 9.0	*700	S side SW crs 218 outbnd 038 inbnd 1500'-within 10 mi	*700	020 2.0	T-dn C-dn S-dn 2 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 1500' on N crs Richmond LFR *CAUTION: Standard clearance not provided over twr 517 MSL approximately 3.5 miles E of final approach crs. Descend 1000' NA-unless SW crs RIC monitored.
ROANOKE, VA. Woodrum Field 1174 SBRAZ- 371 kc - ROA Procedure No. 1 Effective date: 4/1/54	Red Hill FM (Final)	349 9.0	*	E side S crs 169 outbnd 349 inbnd 4600' within 10 mi of Red Hill FM	4600 *	349 1.7	T-dn C-d C-n A-dn	1000-2 1500-2 2000-2 2500-2	1000-2 1500-2 2000-2 2500-2	Within 0.0 mil. . .climb to 5000' on N crs within 15 miles of LFR, maintaining at least 500' per minute rate of climb. Return to Roanoke LFR at 5000'. If unable to maintain 500' per minute climb, notify ATC and make right turn climbing to 5000' on S crs. *After passing Red Hill FM, descend to cross range station at authorized minimums. Take-off on Runway 33 and landing on Rnwy 15 not authorized at night for Air Carrier Aircraft.
ROCHESTER, N.Y. Rochester Airport 560 SBMRLZ-DTV 206 kc - ROC Procedure No. 1 Effective date: 4/1/54				N side E crs 118 outbnd 298 inbnd 2000'-within 10 mi	1500	312 2.1	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 2.1 miles. . .climb to 2000' on W crs Note: Take-offs on Runway 12 and landings on Runway 30 not authorized for Air Carrier Aircraft.
ROCKS SPRING, WYO. Rock Spring Airport 6752 SBRAZ-DTV 290 kc - RKS Procedure No. 1 Effective date: 1/18/54	Point of Rocks FM (Final) ILS outer marker (Final)	246 15.0 270 1.7	8700 8200 *	N side E crs 066 outbnd 246 inbnd 9200' within 25 mi	8700 *	246 2.9	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-1.5 500-2 800-2	Within 2.9 miles, climb to 10,000 on W crs within 25 miles. Note: *Descent to 8200' authorized if ILS outer marker aural and visual signal received.
ROSWELL, N. MEX. Roswell Airport 3621 SBMRAZ 305 kc - ROW Procedure No. 1 Effective date: 1/29/54				E side SE crs 122 outbnd 302 inbnd 5000' within 25 mi	4500	311 9.1	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 500-2 800-2	Within 9.1 miles.., climb to 12,000 feet on NW crs.
ST. LOUIS, MO. Lambert Field 558 SBRAZ-DTXV 209 kc - STL Procedure No. 1 Effective date: 12/15/53	St. Louis VOR Lake Rbn Spanish Lake FM (Final)	123 11.0 060 7.6 249 8.0	1800 1800 1300	N side E crs 069 outbnd 249 inbnd 1800'-within 25 mi	1300	255 2.0	T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.0 mi. . .climb to 2000' on W crs within 25 miles.

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LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (+) SIDE OF FINAL APCH CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST	MIN. ALT.				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
ST. LOUIS, MO. Lambert Field 558 SBRAZ-DTXV 209 kc - STL Procedure No. 2 Effective date: 12/15/53	St. Louis VOR	123 11.0	1800	N side E crs 069 outbnd 249 inbnd 1800' within 25 mi	1300	255 2.0	T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.0 miles climb to 2000' on W leg within 25 miles.
	Lake "H" fac.	060 7.6	1800							
SAN ANGELO, TEXAS Mathis Airport 1915 BMRLZ-DTV 227 kc - SJT Procedure No. 1 Effective date: 4/17/54	San Angelo VOR	063 4.4	3000	N side E crs 060 outbnd 240 inbnd 3400' within 25 mi	3400	240 6.5	T-dn C-dn S-dn 21 or 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.5 miles climb to 3500 on W crs within 25 miles. Not approved for ADF approach.
SAN FRANCISCO, CALIF. San Francisco Airport 11 SBMRLZ-DTV 227 kc - SFO Procedure No. 1 Effective date: 2/15/54	Bay Point FM	200 35.0	3000*	E side SE crs 108 outbnd 288 inbnd 1500'-within 15 mi Procedure turn beyond 15 mi not authorized.	1050#	292 3.0	T-dn C-dn S-dn 28 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.0 miles. . .climb to 3000' on NW crs within 25 miles, or as directed by ATC. *When an altitude below 5000' is used from the NE, flight as far as Oakland must be conducted via the NE crs of Oakland LFR to provide adequate lateral clearance from Mt. Diablo (3925' msl). #If Belmont FM is received, descent to 800' over LFR on final approach is authorized.
	NE crs Moffett LFR	286 21.0	1700							
	Belmont FM (Final)	288 6.0	800							
	Half Moon Bay FM	020 11.0	3000							
SANTA ANA, CALIF. Orange County Arpt 53 SMRLZ- 407 kc - NZJ Procedure No. 1 Effective date: 2/8/54	Int. SE crs Long Beach LFR and S crs Santa Ana LFR	340 12.0	On top not below 2500'	W side N crs 340 outbnd 160 inbnd 2500'-within 10 mi (beyond 10 mi NA)	1800	215 3.7	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 3.7 mi, climb to on top on an ADF track of 215° from the Santa Ana LFR. Note: This procedure NA with tops above 2500'. CAUTION: 207' water tank 1 mi WSW of airport and high terrain 4 mi SE of airport.
	Int. SE crs Long Beach LFR and W crs Santa Ana LFR	070 10.0	On top not below 2500'							
SAVANNAH, GA. Travis Field 50 SBMRLZ-DTV 263 kc - SAV Procedure No. 1 Effective date: 1/14/54				W side SE crs 141 outbnd 321 inbnd 1100'-within 25 mi	640	349 8.5	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 500-2 800-2	Within 8.5 miles. . .Climb to 1200' on NW crs.
SCOTTSBLUFF, NEBR. Scottsbluff Airport 3965 SBMRLZ-DTV 341 kc - SCT Procedure No. 1 Effective date: 2/8/54				E side SE crs 121 outbnd 301 inbnd 5600'-within 10 mi (NA beyond 10 mi account high terrain)	5100	301 3.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 3.2 mi climb to 6000' on NW crs within 25 miles. Lights on request.
SEATTLE, WASH. Boeing Field 17 SBRAZ-DTXPV 260 kc - SEA Procedure No. 1 Effective date: 3/26/54	Monroe Int.	186 26.0	3000	E side S crs 2000'-within 15 mi of Seattle LFR 20 and 25 mi NA.	1500 *	290	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	Within 2.4 mi, climb to 2000' on NW crs Seattle LFR within 25 mi. *Descent to 1200' (final) authorized after passing Seattle LOM; if Seattle LOM not received, maintain 1500' over Seattle LFR. CAUTION: Radio towers-606' 7 mi SW and 787' 5 mi E of Seattle LFR.
	Hobart FM	269 15.0	4000							
	Kitsap Int.	117 22.0	2000							
	Harbor Island FM	117 8.0	2000							
	Tacoma LFR	356 33.0	3000							
	Tacoma LFR to Seattle LOM	356 25.0	2000							
	Seattle LOM (Final)	356 9.0	1200							
(Harbor Island FM Approach) Procedure No. 2 Effective date: 2/5/54	Kitsap Int.	117 22.0	2000	W side NW crs 297 outbnd 117 inbnd 2000'-within 10 mi of Harbor Island FM (NA 15, 20 and 25 mi)	Harbor Island FM 1500'	117 3.7	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	Within 3.7 miles-past Harbor Island FM, climb to 2000' on S crs of Seattle LFR within 15 miles. CAUTION: Radio towers: 606' 7 mi SW and 787' 5 mi E of Seattle LFR.
	Hobart FM	269 15.0	4000							
SEATTLE, WASH. Seattle-Tacoma Int'l Airport 416 SBRAZ-DTXPV 260 kc - SEA Procedure No. 1 Effective date: 3/26/54	Monroe Int.	186 26.0	3000	W side NW crs 297 outbnd 117 inbnd 2000' within 10 mi (NA 15, 20 and 25 mi)	1200	194 4.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 4.0 miles, climb to 2000' on S crs within 25 mi of Seattle LFR. CAUTION: Radio towers: 606'-7 miles SW; 787' 5 miles E of Seattle LFR.
	Hobart FM	269 15.0	4000							
	Tacoma LFR	356 33.0	3000							
	Tacoma LFR to Seattle LOM	356 25.0	2000							
	Seattle LOM	356 9.0	2000							
	Kitsap Int.	117 22.0	2000							
	Harbor Island FM (Final)	117 8.0	1200							
SHERIDAN, WYO. Sheridan County Arpt 4021 SBRAZ-DTV 239 kc - SHR Procedure No. 1 Effective date: 1/28/54	Ucross FM	298 17.0	5500	E side SE crs 118 outbnd 298 inbnd 6000'-within 25 mi	5500*	298 1.6	T-d T-n C-d C-n A-dn	500-1 500-2 800-1 800-2 800-2	500-1 500-2 800-1.5 800-2 800-2	Within 1.6 miles, climb to 8000' on NW crs within 25 miles. Note: *If both visual and aural signals are received over Sheridan FM., minimum altitude over LFR will be 5000'. CAUTION: High terrain to SE and SW.
	Sheridan FM (Final)*	298 2.0	5000							
	Sheridan VOR	121 9.0	6000							
SILVER LAKE, CALIF. Silver Lake Airport	PROCEDURE CANCELLED effective date: Nov. 13, 1953									
SIOUX CITY, IOWA Sioux City Airport 1097 SBMRLZ-DTV 335 kc - SUX Procedure No. 1 Effective date: 3/30/54	Sloan FM (Final)	334 8.0	1900	E side S crs 154 outbnd 334 inbnd 2400'-within 25 mi	1900	330 1.9	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	1.9 miles. . .climb to 3000' on N crs or when directed by ATC turn left. Climb to 3000' on W crs within 25 miles. CAUTION: 1318' terrain 1.5 miles ENE of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST	MIN. ALT				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
SYRACUSE, N.Y. Hancock Airport 419 SBRAZ-DTV 350 kc - SYR Procedure No. 1 Effective date: 4/1/54				S side W crs 277 outbnd 097 inbnd 2000' within 10 mi	1400	100 7.7	T-dn* C-dn S-dn 10 A-dn	300-1 700-2 600-2 800-2	300-1 700-2 600-2 800-2	Within 7.7 miles. . .make a climbing left turn to 2000' and return to Syracuse LFR, or when directed by ATC, climb to 3000' on E crs. *600-1 required for take-off to SE. CAUTION: 833' radio mast located 1.3 miles SE of airport.
TERRE HAUTE, IND. Hulman Field 585 BMRLZ-DTV 248 kc - HUF Procedure No. 1 Effective date: 4/15/54	Terre Haute VOR	223 8.0	1900	S side W crs 249 outbnd 069 inbnd 1800' within 25 mi	1300	072 5.8	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-2 500-2 800-2	Within 5.8 miles. . .climb to 2000' on E crs Terre Haute LFR within 25 miles. ADF procedure using range not authorized.
TRUTH OR CONSE- QUENCES, N. MEX. Truth or Consequences Airport 4849 SBRAZ-DTV 344 kc - TCS Procedure No. 1 Effective date: 1/29/54	Truth or Consequences VOR	090 18.0	8000	E side N crs 356 outbnd 176 inbnd 8000' within 10 mi (NA beyond 10 mi)	6340	258 16.7	T-dn C-dn A-dn	500-1 1500-1 2000-3	500-1 1500-1.5 2000-3	Within 0.0 miles, turn right, return to LFR via W crs, then climb to 10,000' on S crs. Procedure turn to E due to high terrain to W.
TUCUMCARI, N. MEX. Tucumcari Airport 4063 SBMRAZ-DTV 212 kc - TCC Procedure No. 1 Effective date: 2/15/54				S side W crs 256 outbnd 076 inbnd 6000' within 10 mi 6500' within 25 mi	5520	076 2.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.2 miles-climb to 5200' on E crs Tucumcari LFR. CAUTION: 5020' terrain 4.5 miles SW of LFR.
TULSA, OKLAHOMA Tulsa Airport 674 SBRAZ-DTV 245 kc - TUL Procedre No. 1 Effective date: 1/26/54	Verdigris River FM (Final) Skiatook FM	232 10.0 123 18.0	1220 2000	N side NE crs 052 outbnd 032 inbnd 1700'-within 10 mi #2000' within 25 mi	1220	220 1.0	T-dn C-dn 21L A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.0 miles, climb to 2400' on SW crs within 25 miles. #Maintain procedure turn altitude until within 10 miles of Tulsa LFR on final.
THE DALLES, ORE. The Dalles Airport 243 SBRAZ-DTV 230 kc - DLS Procedure No. 1 Effective date: 11/16/53	Int. 165° crs The Dalles VOR and E crs The Dalles LFR (Final)	255 11.0	2740	S side E crs 075 outbnd 255 inbnd 4000' within 25 mi Procedure turn S for more favorable terrain	2740	246 3.1	T-d T-n C-d C-n A-d A-n	1500-1 1500-2 2500-3 2500-3 2500-3 2500-3	1500-1 NA 2500-3 NA 2500-3 NA	Within 3.1 miles execute immediate left turn, climb to 4000' on E crs. within 15 miles of L/F range. All turns on S side.
UTICA, N.Y. Oneida County Airport 742 BMRLZ-DTV 359 kc - UCA Procedure No. 1 Effective date: 4/1/54				N side NE crs 060 outbnd 240 inbnd 3000' within 10 mi (NA beyond 10 mi)	2300	210 4.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 4.3 miles. . .make a climbing right turn, return to LFR climbing to 3000'. Note: This procedure not approved for ADF approach.
WACO, TEXAS Waco Airport 515 SBRAZ-DTV 385 kc - ACT Procedure No. 1 Effective date: 4/16/54	Int S Crs of Ft Worth LFR and NW crs. of Waco LFR Waco VOR	134 24.0 158 7.0	2000 1600	E side S crs 189 outbnd 009 inbnd 2000' within 15 mi (NA beyond 15 mi)	1400*	010 2.6	T-dn C-dn S-dn # 36 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.6 mi. . .climb to 2000' on N crs within 25 miles. *CAUTION: Deviation authorized in obstruction clearance over rdo twr 1047' msl 3 3/4 miles E of crs. #680 FPM descent required at 120 mph.
WESTFIELD, MASS. Barnes Airport 270 MRLZ-DTV 230 kc - BAF Procedure No. 1 Effective date: 4/1/54	Int. SW crs Chicopee LFR and S crs Westfield LFR (Final)	027 7.0	1500	E side S crs 207 outbnd 027 inbnd 2500' within 10 mi	1500	27 1.3	T-d* T-n* C-dn A-dn	700-1 700-2 800-2 1500-3	700-1 700-2 800-2 1500-3	Within 1.3 miles, climb to 3000' on N crs within 15 miles. This procedure not approved for ADF approach. *800-1 day, 800-2 night required for take-off to E on Runway 9 and SSE on Runway 15.
WICHITA, KANSAS Wichita Airport 1332 SBRAZ-DTV 332 kc - ICT Procedure No. 1 Effective date: 4/1/54	Wichita VOR Int 115 outbnd crs Wichita VOR and NE crs Wichita LFR (Final)	178 10.3 226 10.0	3000 2300	N side of crs 046 outbnd 226 inbnd 3000' within 25 mi	2300	263 8.3	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	Within 8.3 miles. . .turn left, climbing to 2800' on the SW crs of the Wichita LFR within 25 miles.
WILKES-BARRE, PA. Wilkes-Barre- Scranton Airport 956 SBMRAZ-DTV 272 kc - AVP Procedure No. 1 Effective date: 4/1/54	Plymouth Int.	067 13.0	3500	S side SW crs 247 outbnd 067 inbnd 3500' within 10 mi	2300 #	086 4.2	T-d T-n C-d C-n A-d A-n	600-2 800-2 900-1.5 1300-2 1200-2 1600-3	600-2 800-2 1000-2 1300-2 1200-2 1600-3	Within 4.2 miles. . .immediately make a climbing left turn to 4000' on SW crs within 15 miles of Wilkes-Barre LFR. #CAUTION: Do not descend to final approach altitude until on the SW crs of the range. High terrain to E, SE and S of airport within 3 miles.
WILMINGTON, N.CAR. New Hanover Co. Arpt Procedure No. 1	PROCEDURE CANCELLED effective date: February 3, 1954									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS. (OUTBND. AND INBND.) ALTITUDES LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
WINSLOW, ARIZ. Winslow Airport 4937 SBRAZ-DTV 266 kc - INW Procedure No. 1 Effective date: 4/15/54	Joseph City FM	255 20.0	7000	W side N crs 340 outbnd 160 inbnd 7000' within 25 mi	5600 *	160 1.5	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 600-2 800-2	Within 1.5 miles, climb to 7000' on E crs within 25 miles. Deviation from standard criteria authorized in Item 6. *Caution 5600' provides 400' clearance over terrain 4.5 mi W of crs 3 miles N of range.
WINSTON-SALEM, N.CAR. Smith Reynold Airport 969 SMRLZ- D 382 kc -INT Restricted Procedure No. 1 Effective date: 2/16/54	Wallburg Int (Final)	328 5.0	1700	W side of SE crs 148 outbnd	1700	328 5.1	T-dn C-dn S-dn 33 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 5.1 miles climb to 3500' on NW crs, within 25 mi. Procedure may be authorized only for carriers having approval of their arrangement for weather service and communications at this airport.NOTE: Building 1307'MSL 2.3 miles SW of airport.
	High Point FM (Final)	328 11.0	1700	328 inbnd 2300' within 25 mi						
	Int. Danville VOR radial 253° and NW crs Winston - Salem LFR	148 20.0	3000							
YOUNGSTOWN, OHIO Youngstown Airport 1196 SBMRLZ-DTV 212 kc - YNG Procedure No. 1 Effective date: 3/19/54	Gustavus FM (Final)	185 10.0	1700	W side N crs 005 outbnd 185 inbnd 2200' within 10 mi	1700	185 3.4	T-dn C-dn S-dn 18 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 3.4 miles climb to 3000' (or higher altitude when directed by ATC) on S crs Youngstown LFR within 10 miles. CAUTION: Twr 2033' msl 16 mi S of Youngstown LFR.
WILLIAMSPORT, PA. Williamsport Airport 528 BRLZ-DTV 375 kc - IPT Procedure No. 1 Effective date: 2/8/54				S side E crs* 100 outbnd 280 inbnd 3600' within 10 mi	2500	285 6.9	T-dn C-d C-n A-d A-n	800-1 1500-1 1500-2 1500-2 1500-3	800-1 1500-1 1500-2 1500-2 1500-3	Within 2.0 mi. make right climbing turn, climb to 4000' on E crs Williamsport LFR within 10 miles. *Procedure turn conducted S to avoid obstructions to N. CAUTION: Airport minimums do not provide clearance over 2000' ridge approx 2 mi S of airport. ADF procedure not authorized.
Procedure No. 2 Using Williamsport LFR and Hughesville FM-MHW (HVL) Effective date: 2/8/54	Int. S crs Williamsport LFR and bearing 056° to Hughesville MHW	056 10.0	3600	*S side E crs 100 outbnd 280 inbnd 3600'-within 10 mi of Hughesville FM-MHW	3000 over HVL 1600'# over IPT LFR	HVL FM-MHW to IPT LFR 280° 5.9	T-dn C-d C-n A-dn	800-1 1000-1.5 1000-2 1500-2	800-1 1000-1.5 1000-2 1500-2	Within 1.0 mi after passing Williamsport LFR. make right climbing turn to 4000' on E crs of Williamsport LFR within 10 mi. #Descend to authorized minimums within 1mi after passing LFR. CAUTION: Williamsport LFR must be monitored during entire approach. *Procedure turn conducted S to avoid obstructions to N.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (S SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST	MIN. ALT				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
BIRMINGHAM, ALA. Birmingham Airport 643 SBRAZ-DTV BHM Procedure No. 1 Effective date: 4/22/54	Birmingham VOR	218 2.0	2400	W side N crs 358 outbnd 178 inbnd 2500'-within 25 mi	2000	178 3.0	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 900-1.5 1000-2	Within 3.0 miles. .climb to 2700' on S crs within 25 miles.
	Eden FM	269 25.0	2600							
	Bradford FM (Final)	178 8.0	2000							
CHARLOTTE, N. CAR. Douglas Field 748 SBMRLZ-DTV CLT Procedure No. 1 Effective date: 4/19/54	Catawba Int.	359 25.0	2100	E side S crs 179 outbnd 359 inbnd 2100' within 25 mi	1620	359 1.7	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.7 mi. . .climb to 2500' on N crs within 25 mi or when directed by ATC turn right, climb to 2200' on E crs. within 25 miles. 1116' msl tower located 4 miles SE of LFR station and 2.3 miles E of S crs.
	Fort Mill FM (Final)	359 9.0	1620							
HARTFORD, CONN. Brainard Field 18 SBMRAZ-DTV Effective date: 4/29/54				E side SE crs 143 outbnd 323 inbnd 2000' within 10 mi	1400	318 2.3	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 900-1.5 1000-2	Within 2.3 miles, turn right and climb to 2000' on SE crs within 10 miles.
Rentscheler Field 45 SBMRAZ-DTV - HFD Procedure No. 1 Effective date: 4/29/54				E side SE crs 143 outbnd 323 inbnd 2000' within 10 mi	1400	001 2.4	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 2.4 miles make a right climbing turn to 2000' on SE crs within 10 miles.
HELENA, MONT. Helena Airport 3882 SBMRAZ- DTV HLN Procedure No. 1 Effective date: 4/1/54	Winston FM (*Final)	280 13.0	6500	N side SE crs 100 outbnd 280 inbnd 7500'-within 10 mi 8500'-within 15, 20 and 25 miles.	5800	252 1.9	T-d T-n C-d C-n A-d A-n	800-1 1000-1.5 1500-2 1500-3 1500-2 1500-3	800-1 1000-1.5 1500-2 1500-3 1500-2 1500-3	Within 1.9 miles, make right climbing turn to SE crs, climb to 8500' within 10 mi of station. *Maintain at least 8500' until 3 miles past Winston FM. Shuttle to 8500' on SE crs within 25 miles of station.
	McDonald Pass FM	072 18.0	8500							
HOUSTON, TEXAS Houston Airport 50 SBRAZ-DTV HOU Procedure No. 1 Effective date: 4/19/54	Webster FM (Final)	309 10.0	700	E side SE crs 129 outbnd 309 inbnd 1200'-within 15 mi (NA beyond 15 mi)	700	309 2.2	T-dn C-dn S-dn 30* A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.2 miles. .climb to 1700' on NW crs within 25 miles. *590' per minute descent required at 120 mph
	Arcola FM	038 16.0	1200							
	Houston FM	129 9.0	1300							
	Houston VOR	136 2.0	1200							
Procedure No. 2 Effective date: 4/19/54	Webster FM	309 10.0	1200	W side NW crs 309 outbnd 129 inbnd 1700'-within 25 mi	1200 (over HOU FM)	129 5.6	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.6 miles from Houston FM climb to 1400' on SE crs. within 15 miles.
	Arcola FM	038 16.0	1200							
	Int. NW crs HOU LFR and NE crs RIM LFR (Final)	129 18.0	1200							
	Houston VOR	136 2.0	1200							
HUNTINGTON, W. VA. Huntington Airport	PROCEDURE CANCELLED effective date 12/3/53									
NEWPORT NEWS, VA. Patrick Henry Airport 41 SBMRAPZ-DT LFI (Langley AFB-LFR) Procedure No. 1 Effective date: 4/15/54	*			N side E crs 102 outbnd 282 inbnd 1500 within 15 mi (NA beyond 15 mi)	1000	311 4.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 4.3 miles. . .climb to 1500' on W crs Langley LFR or when directed by ATC, proceed to Dendron MHW on crs of 337° CAUTION: This instrument approach procedure is authorized only when ceilings are lower than 3000' and/or visibility is less than 2 miles.
PARKERSBURG, W.VA. Wood County Airport	PROCEDURE CANCELLED effective date: 7/10/53									
POUGHKEEPSIE, N.Y Dutchess County Airport 166 SBRAZ-DTV POU Procedre No. 1 Effective date: 4/29/54	West Point Int. (Final)	028 8.0	2100	E side S crs* 208 outbnd 028 inbnd 2600'-within 10 mi (NA beyond 10 mi)	2100	002 5.4	T-d T-n C-d C-n A-d A-n	300-1 NA 600-1.5 NA 800-2 NA	NA NA NA NA NA NA	Within 5.4 miles climb to 3000' on N crs within 20 miles. *Shuttle to 3000' on N crs within 20 miles.
SALISBURY, MD. Wicomico County Airport	PROCEDURE CANCELLED effective date: 11/3/53									
SAN ANTONIO, TEXAS San Antonio Intn'l Airport 800 SMRALZ-DTV SAT Procedure No. 1 Effective date: 4/23/54	Cibolo Creek (Final)	174 10.0	1900	W side N crs 354 outbnd 174 inbnd 2500'-within 15 mi 2600'-within 25 mi	(1) Yates Rbn or VOR 1900' LFR 1700'	174 2.6	T-dn C-dn (2) S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.6 miles. .climb to 2500' on S crs within 25 miles. (1) Descent below 1900' not authorized if position over Yates Rbn or SAT-VOR not determined. (2) Straight-in minimums not authorized unless Yates Rbn or VOR received, and altitude over LFR is 1770'.
	Yates RBN (Final)	174 3.5	1700							
	San Antonio VOR	173 4.5	2200							
COLORADO SPRINGS, COLO. Peterson Field	PROCEDURE CANCELLED effective date: 4/13/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS TYPE AIRCRAFT CONDITION	75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
ABILENE, TEXAS Abilene Arpt (Old)	(PROCEDURE CANCELLED effective December 21, 1953)									
ABILENE, TEXAS Abilene Arpt (New) 1778 BVOR 113.7 mc, ABI Procedure No. 1 -Effective date 12/21/53	Abilene LFR	261 11.0	3100	S side crs 281° outbound 101° inbound 3100' - within 10 mi 3500' - within 25 mi	2600	101 10.7	T-dn C-dn A-dn	300-1.0 800-2.0 1000-2.0	300-1.0 800-2.0 1000-2.0	Climb to 3000' on course of 101° within 25 miles of VOR.
ALBANY, GA. Albany Arpt 196 BVOR 112.9 mc, ABY Procedure No. 1 - Effective date: 2/2/54	Albany LFR	306 9.0	1500	W side crs 333 outbound 153 inbound 1500' - within 15 mi 1600' - within 20 mi 1600' - within 25 mi	1100	153 5.9	T-dn C-dn S-dn 16 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.9 mi...Climb to 1500' on course of 153° within 25 miles of ABY VOR.
ATLANTA, GA. Atlanta Mun. Arpt. 1024 VORW 117.6 mc, ATL Procedure No. 1 -Effective date 2/2/54	*Campbellton LFR Atlanta LFR	132 15.3 208 8.8	2300	E side crs 195 outbound 015 inbound 2300' - within 25 mi	1800	015 9.3	T-dn C-dn 3 S-dn A-dn	300-1.0 600-2.0 600-2.0 800-3.0	300-1.0 600-2.0 600-2.0 800-3.0	Within 9.3 miles...Immediately turn right, climb to 2500' on outbound course of 80°. CAUTION: 2040' MSL TV twr located 9.8 mi NNE of airport. *Initial approach to VORW from CPN LFR authorized utilizing ADF on track of 132°.
BAKERSFIELD, CALIF. Kern County Arpt #1 515 BVOR 115.4 mc, BFL Procedure No. 1 -Effective date: 11/18/53	Famosa FM (Final)	139 8.0	1600	W side crs 311 outbound 131 inbound 2000' - within 25 mi	1600	131 4.4	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 4.4 miles turn right (W) and climb to 2000' on outbound crs of 319° within 25 miles of BFL VOR. ALTERNATE MISSED APCH: When directed by ATC, climb to 2000' on a track of 225° from BFL VOR within 15 miles. CAUTION: Numerous unlgtd TV receiving antennae in approach areas to Rnwys 25-30-34.
BEAUMONT, TEXAS Jefferson County Arpt 15 BVOR 114.9 mc, BUJ Procedure No. 1 -Effective date: 1/15/54	Beaumont LFR	204 7.5	1200	S side crs 236 outbound 056 inbound 1200' - within 25 mi	700	056 5.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 5.3 miles climb to 1400' on course of 065° within 25 miles.
BINGHAMTON, N. Y. Broome County Arpt 1629 BVOR-DTV 114.1 mc, BGM Procedure No. 1 -Effective date: 4/1/54				S side crs 256 outbound 076 inbound 3000' - within 10 mi	2500	076 8.1	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 8.1 miles...Climb to 3500' on crs of 076° within 25 miles of Binghamton VOR.
BOWLING GREEN, KY. Bowling Green-Warren County Arpt 540 BVOR 116.1 mc, BWG Procedure No. 1 -Effective date: 4/1/54				E side crs 203 outbound 023 inbound 1800' - within 10 mi	1300	023 2.4	T-dn C-d C-n S-d S-n 2 A-dn	300-1.0 600-1.0 600-1.5 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 600-1.5 600-1.5 800-2.0	Within 2.4 miles...Climb to 2200' on course of 045° within 25 miles.
BRADFORD, PA. McKean County Arpt 2142 VORW 114.4 mc - BFD Procedure No. 1 Effective date: 12/5/53				E side of crs 141 outbnd 321 inbnd 3400' within 10 mi	2900*	321 1.1	T-dn C-d C-n S-dn 32 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1 800-2	Within 1.1 mi. . .climb to 3400' on crs 321° within 25 miles of Bradford VOR. *Descent to authorized field minimums authorized after passing Bradford MH. If Bradford MH not received, maintain 2900' until over Bradford VOR. Straight-in approach minimums premised on reception of Bradford "MH"
BRUNSWICK, GA. Malcolm McKinnon 20 BVOR 115.4 mc - SSI Procedure No. 1 Effective date: 2/2/54	Brunswick MH	288 3.8	1200	S side crs 292 outbnd 112 inbnd 1200' within 25 mi	700	112 3.0	T-dn C-dn S-d 11 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.0 miles . .climb to 1200' on crs of 112 outbnd from VOR within 15 miles* *Warning area beyond 15 mi.
BRYCE CANYON, UTAH CAA Site #45 7586 BVOR-DPTVJ 112.8 mc - BCE Procedure No. 1 Effective date: 11/19/53				W side of crs 110 outbnd 290 inbnd 11,000' within 25 miles	10,100	069 7.7	T-dn C-dn A-dn	1500-3 2500-3 2500-3	1500-3 2500-3 2500-3	Within 7.7 miles climb to 13,000' on the 045° radial from Bryce Canyon VOR within 25 mi.
BUFFALO, N.Y. Buffalo Airport 711 BVOR 116.5 mc - BUF Procedure No. 1 Effective date: 4/1/54	Buffalo LFR East Pembroke FM	125 4.0 284	2000 1900	N side of crs 107 outbnd 287 inbnd 2000 within 10 mi (NA beyond 10 mi)	1500	287 4.1	T-dn C-dn S-dn 31 or 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.1 mi. .climb to 2100 on crs of of 287° within 10 miles of Buffalo VOR.
BUTTE, MONT. Butte Airport 5554 BVOR 114.8 mc - BTM Procedure No. 1 Effective date: 4/15/54	Butte LFR	112 3.8	9000	*E side of crs 343 outbnd 163 inbnd 9000' within 15 mi (NA 20 and 25 mi)	7900	95 12.3	T-d T-n C-d C-n A-d A-n	1500-1 1500-2 2300-1 2300-2 2300-1.5 2300-2	1500-1 1500-2 2300-1.5 2300-2 2300-1.5 2300-2	Within 1.5 mi climb to 10,000' on crs 93° within 12 miles. *Procedure turn E side for more favorable terrain CAUTION: High terrain 8300' msl 2 mi E of Butte Airport
CHATTANOOGA, TENN. Lovell Field 682 BVOR 112.8 mc - CHA Procedure No. 1 Effective date: 3/8/54	Chattanooga LFR Daisy FM Int. SW crs, Chattanooga LFR and Chattanooga VOR radial 280 (Rossville Int).	168 8.0 009 15.0 280 10.0	2000 2200 2300	E side of crs 152 outbnd 332 Inbnd 2500' within 15 mi 3000' within 25 mi	2000	332 5.6	T-dn C-dn A-dn	300-1 600-1.5 800-2	300-1 700-2 800-2	Within 5.6 miles turn right, climb to 2500' on crs of 009° within 25 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT	PROCEDURE TURN; side of final apch. crs. (outbnd. and inbnd.); altitudes, limiting distances	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CLINTON, IOWA Clinton Airport 701 BVOR-(Moline, Ill). 113.2 mc - MLI Procedure No. 1 Effective date: 3/30/54	Moline LFR	058 22.0	2100	E side of crs 156 outbnd 336 inbnd 1900' within 25 mi	1400	336 7.2	T-dn C-d C-n S-d-32 S-n-32 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1.5 500-2 500-1 500-2 800-2	Within 7.2 miles make left climbing turn and return to the Moline VOR at 1900'. CAUTION: Official weather information indicating conditions at Clinton are at or above minimums specified must be obtained prior to the time a let-down is started.
	Rockford LFR	234 73.0	2500	336 inbnd 1900' within 25 mi						
COLLEGE STATION Easterwood Airport 320 BVOR-DTV 113.3 mc - CLL Procedure No. 1 Effective date: 1/15/54	Bryan LFR	119 9.0	1400	S side of crs 278 outbnd 098 inbnd 1500' within 20 mi (NA beyond 20 mi)	900	098 2.9	T-dn C-dn S-dn 10 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.9 miles climb to 1500' on crs of 125° within 25 miles of VOR.
COLUMBIA, S. CAR. Columbia Airport Procedure No. 1	PROCEDURE CANCELLED effective date: March 11, 1954									
CONCORD, N. H. Concord Airport 345 BVOR 117.4 mc - CON Procedure No. 1 Effective date: 4/1/54	Concord LFR	317 6.0	2500	S side of crs 300 outbnd 120 inbnd 2500' within 10 mi (NA beyond 10 mi)	1300	120 3.5	T-dn C-dn S-dn 12 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Within 3.5 miles after passing Concord VOR climb to 2000' on 155° radial within 15 mi of Concord VOR.
CROSS CITY, FLA. Cross City Airport 42 BVOR 117.7 mc - CTY Procedure No. 1 Effective date: 1/12/54	Cross City LFR	084 1.0	1100	N side crs 119 outbnd 299 inbnd 1100' within 25 mi	600	119 3.7	T-dn C-dn S-dn 31 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.7 miles. . .climb to 1200' on crs of 299 within 25 miles of VOR.
DALLAS, TEXAS Love Field 483 BVOR 113.5 mc - DAL Procedure No. 1 Effective date: 4/18/54	Dallas LFR	050 11.0	2000	N side crs 063 outbnd 243 inbnd 2000' within 25 mi	1500	243 9.5	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 9.5 miles turn right, climb to 2000' return to Dallas VOR on radial 270°
DAYTON, OHIO Dayton Airport 1008 BVOR 117.1 mc - DAY Procedure No. 1 Effective date: 4/1/54	Wright-Patterson LFR	331 14.0	2100	W side of crs 359 outbnd 179 inbnd 2200' within 10 mi	1700	179 3.4	T-dn C-dn S-dn 18 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.4 miles. . .climb to 3000' on crs of 203° within 15 mi of Dayton VOR. *North Hampton Int.-266° crs to Dayton VOR and NE crs of Wright-Patterson LFR. #Liberty Int.- 023° crs to Dayton VOR and W crs of Wright-Patterson LFR.
	Springfield MHW	285 24.0	2300							
	North Hampton Int.*	266 14.0	2200							
	Liberty Int. #	023 13.0	2300							
	Tipp City MHW	288 4.5	2200							
	W crs of Columbus and 179° crs to Dayton VOR (Final)	179 4.0	1700							
DAYTONA BEACH, FLA. Daytona Beach Airport 34 BVOR 113.3 mc - DAB Procedure No. 1 Effective date: 1/5/54	Daytona Beach LFR	222 4.5	1200	N side of crs 243 outbnd 063 inbnd 1200'-within 10 mi 1400'-within 15 mi (NA 20 and 25 mi)	800	063 5.5	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.5 miles. . .climb to 1400' on crs of 063° within 15 miles.
DES MOINES, IOWA Des Moines Airport 957 BVOR 113.1 mc - DSM Procedure No. 1 Effective date: 4/5/54	Des Moines LFR	173 4.2	2100	E side of crs 168 outbnd 348 inbnd 2100'-within 15 mi 2200'-within 25 mi	1600	348 6.2	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.2miles. . .immediately turn left, climb to 2600' on outbnd crs of 320° with-25 miles or when directed by ATC, make immediate left turn, climb to 2400' on outbnd crs of 253° within 25 miles. CAUTION: 1560' msl TV twr located 3.2 mi NNE. When TV twr not visible on take-offs, on N, NW, E and NE, climb to 2100' prior to turning toward TV tower.
	Martensdale FM (Final)	009 5.0	1600							
DODGE CITY, KANSAS Dodge City Airport 2594 BVOR 116.4 mc - DDC Procedure No. 1 Effective date: 3/22/54	Dodge City BMH	330 6.0	3900	W side of crs 330 outbnd 150 inbnd 3600' within 25 mi	3100	150 6.1	T-dn C-d C-n S-d S-n 14 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 500-1.5 500-2 500-1 500-2 800-2	Within 6.1 miles. . .climb to 3900' on outbnd crs of 150° within 25 miles. CAUTION: 2731' msl radio tower 3 mi NW of airport and 1.5 mi W of final approach crs. 2894' msl radio tower 3 mi W of airport.
DULUTH, MINN. Duluth Airport 1430 BVOR 116.7 mc - DLH Procedure No. 1 Effective date: 12/25/53	Duluth LFR	012 1.2	2500	E side of crs 192 outbnd 012 inbnd 2500' within 25 mi	2000	012 2.5	T-dn C-d C-n S-dn 3 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1 800-2	Within 2.5 mi. . .climb to 2500' on crs of 012° within 15 mi Duluth VOR. CAUTION: 1790' tower 4.3 mi E of Duluth VOR.
EAU CLAIRE, WISC. Eau Claire Airport 887 BVOR 117.7 mc - EAU Procedure No. 1 Effective date: 12/25/53				W side of crs 360 outbnd 180 inbnd 2400'-within 25 mi	1780	180 2.2	T-dn C-d C-n A-dn	300-1 600-1 600-1.5 800-2	300-1 600-1.5 600-2 800-2	Within 2.2 miles. . .climb to 2500' on outbnd crs 214° within 25 mi of Eau Claire VOR. CAUTION: Tower 1350' msl located approximately 2.5 mi SE of Airport in direct line of NW/SE runway.
ELKINS, W. VA. Elkins Airport 1987 BVOR 114.5 mc - EKN Procedure No. 1 Effective date: 4/1/54				S side of crs 283 outbnd 103 inbnd 4000'-within 10 mi	4000	103 12.7#	T-d T-n C-d C-n A-d A-n	1000-2 NA 2000-2 NA 2500-3 NA	1000-2 NA 2000-2 NA 2500-3 NA	Within 0.0 miles. . make a left climbing turn to 5000' on crs 283°. #Flights will be conducted so as to proceed VFR from the VOR to the airport. CAUTION; Terrain reaching 3490' 3 mi W of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT	PROCEDURE TURN (SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ELMIRA, N.Y. Chemung County Airport 951 BVOR 117.3 mc - ELM Procedure No. 1 Effective date: 4/2/54				S side of crs 246 outbnd 066 inbnd 3000'-within 15 mi	2500	066 7.8	T-d T-n C-d C-n A-d A-n	800-2 800-3 1400-2 1400-3 2000-2 2000-3	800-2 800-3 1400-2 1400-3 2000-2 2000-3	Within 7.8 miles. . .climb to 3500' on crs of 066° within 20 miles of VOR.
ERIE, PA. Port Erie Airport 732 BVOR 115.7 mc - ERI Procedure No. 1 Effective date: 4/1/54	Erie LFR North Springfield FM (Final)	237 5.0 079 7.0	2200 1700	S side crs 239 outbnd 059 inbnd 2200' within 10 mi	1700	059 6.8	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.8 miles. . .climb to 2500' on crs 059° from Erie VOR.
FORT MYERS, FLA. Page Field 17 BVOR 114.7 mc - FMY Procedure No. 1 Effective date: 1/13/54				S side crs 222 outbnd 042 inbnd 1200'-within 25 mi	700	042 3.7	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 3.0 miles. Climb to 1200' on crs of 042° within 25 miles.
FORT WAYNE, IND. Baer Field 801 BVOR 114.6 mc FWA Procedure No. 1 Effective date: 1/14/54	Ft. Wayne LFR Int NW crs Ft Wayne LFR and 137° crs to Ft Wayne VOR Int NE crs Ft. Wayne LFR and 245° crs to Ft Wayne VOR	382 7.0 137 23.0 Final 245 25.0	2200 1600 2600	W side of crs 317 outbnd 137 inbnd 2000'-within 10 mi 2100' within 25 mi	1540	137 4.9	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.9 miles. . .climb to 2200' on crs of 137° magnetic within 25 miles, or if directed by ATC, make right climbing turn, climb to 2200' and return to Ft. Wayne VOR. CAUTION: Tower 1595' msl located 7 mi NW of airport. Tower 1170' msl located 7.5 miles W of Airport. Sectional maps list other towers in vicinity
FORT WORTH, TEXAS Meacham Field 692 BVOR 117.2 mc - FTW Procedure No. 1 Effective date: 1/14/54	Ft. Worth LFR Haslet MHW	248 9.0 218 15.0	2000 2000	S side of crs 265 outbnd 085 inbnd 2100'-within 15 mi (NA beyond 15 miles)	1600	085 8.3	T-dn C-dn A-dn	300-1 600-2 800-2	300-1 600-2 800-2	Within 8.3 miles. . .turn left and climb to 2100' on crs of 265° to and then from Ft. Worth VOR within 15 miles.
GRAND ISLAND, NEBR. Grand Island Airport 1846 BVOR 117.0 mc - GRI Procedure No. 1 Effective date: 3/22/54	Grand Island LFR	165 0.8	3100	W side of crs 349 outbnd 169 inbnd 3100'-within 15 mi 3200'-within 25 mi	2440	169 0.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 0.5 miles. . .climb to 3200' on crs of 169° from Grand Island VOR within 25 mi.
HANKSVILLE, UTAH CAA site #54 4480' BVOR-DPVJ 113.7 mc - HVE Procedure No. 1 Effective date: 11/19/53				S side of crs 90 outbnd 270 inbnd 7500'-within 25 mi	5700	270 0.2	T-dn C-dn A-dn	600-2 1200-2 1200-2	600-2 1200-2 1200-2	Within 0.0 miles, climb to 11,000' on the 050° radial from Hanksville VOR within 25 miles.
HOUSTON, TEXAS Houston Airport 50 BVOR 114.1 mc HOU Procedure No. 1 Effective date: 4/19/54	Houston LFR Int Beaumont VOR radial 254° (Final)	314 2.0 125 11.0	1200 1240	W side crs 305 outbnd 125 inbnd 1700'-within 25 mi of Houston FM)	1200 (over HOU FM)	125 5.6 (From HOU FM)	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.6 miles, of Houston FM climb to 1400' on crs of 126° within 15 miles.
HUTCHINSON, KANSAS Hutchinson Airport 1542 BVOR 116.8 mc - HUT Procedure No. 1 Effective date: 11/25/53	Hutchinson LFR North Fork "HW"	242 4.0 332 12.0	2700 2700	W side of crs 212 outbnd 032 inbnd 2700' within 25 mi Procedure turn non-standard account ATC.	2200	032 5.8	T-dn C-dn S-d S-n 3 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 500-1.5 500-1 500-1.5 800-2	Within 5.8 miles. . .climb to 2800' on outbnd crs of 015 within 25 mi. CAUTION: 2340' msl twr located 4.6 mi ESE of airport. Aircraft taking off to N, S, NE, SE climb to 2800' prior to proceeding toward TV tower 2340' MSL.
JACKSONVILLE, FLA. Imeson Airport 52 BVOR 114.5 mc - JAX Procedure No. 1 Effective date: 2/2/54	Jacksonville LFR	045 2.5	1200	N side crs 068 outbnd 248 inbnd 1100' within 25 mi	600	248 4.1	T-dn C-dn S-dn 23 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 1600' on crs 248° outbnd within 15 miles of Jacksonville VOR #. #Danger Area D-161 located 15 mi SW of VOR facility.
KANSAS CITY, MO. Kansas City Airport 758 BVOR 112.1 mc - MKC Procedure No. 1 Effective date. 4/5/54	Kansas City LFR	004 8.0	2500	W side of crs 351 outbnd 171 inbnd 2500' within 25 mi	2500	171 10.0	T-dn# C-dn A-dn	300-1 1000-3 1000-3	300-1 1000-3 1000-3	Within 10 mi. . .immediately turn right climb to 2500' on track of 224° within 25 miles of Kansas City VOR. CAUTION; Grain elevators 903' msl and RR flood lgts 857'msl 2/3 mi NNE of rnwy 18. Cracking plant and stack 858'msl 0.5 mi WNW of airport. TV twr 1670'msl 2.9 mi S of arpt. Congested buildings 1423'msl 1 mi SSE of arpt. #Take-offs to S or SW when weather is below 1000-3 will intercept 185° outbnd crs from Kansas City VOR as soon as practical after take-off and maintain crs until reaching 2500' prior to making left turn.
KEY WEST, FLA. Meacham Field 4 BVOR 115.3 mc - EYW Procedure No. 1 Effective date: 4/4/54	Key West LFR	008 1.7	1300	W side crs 314 outbnd 134 inbnd 1300'-within 25 mi	800	134 2.2	T-d T-n C-d C-n A-d A-n	300-1 NA 500-1.5 NA 800-2 NA	300-1 NA 500-2 NA 800-2 NA	Within 2.2 miles climb to 1100' on crs 134 within 25 miles.
LA GRANGE, GA. Calloway Airport 700 BVOR 115.6 mc - LGC Procedure No. 1 Effective date: 4/22/54				S side of crs 262 outbnd 082 inbnd 2000' within 25 mi	1500	082 11.8	T-dn C-d n S-d n A-d n	300-1 800-1 800-2 800-1 800-2 1000-2 1000-3	300-1 800-1.5 800-2 800-1 800-2 1000-2 1000-3	Within 11.8 mi make left turn and climb to 2000' on crs of 262° within 25 mi. NOTE: Non-standard missed approach request of ATC.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (+) SIDE OF FINAL APCH CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
LANSING, MICH. Capital City Airport 858 BVOR 114.1 mc - LAN Procedure No. 1 Effective date: 1/21/54	Lansing LFR	247 9.0	2300	S side of crs 234 outbnd 054 inbnd 2000' within 25 mi	1500	054 6.0	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.0 miles, climb to 2000' on outbnd crs of 031° within 28 mi Lansing VOR, or when directed by ATC make right climbing turn to 2900' and proceed to Lansing LFR.
LARAMIE, WYO. Brees Field 7273 BVOR 117.6 mc - LAR Procedure No. 1 Effective date: 2/15/54	Laramie LFR	228 1.5	8500	* E side crs 317 outbnd 137 inbnd 8500'-within 25 mi	8000	108 2.6	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-1.5 500-2 800-2	Within 2.6 mi - climb to 11,500' on crs of 137° within 25 mi of VOR. NOTES: *procedure turn E side of crs account high terrain W side of crs.
LONGVIEW, TEXAS Gregg County Airport 365 BVOR 117.4 mc - LLV Procedure No. 1 Effective date: 4/22/54				S side of crs 305 outbnd 125 inbnd 1600'- 10 mi (NA beyond 10 miles)	1100	125 2.6	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.6 mi. . .climb to 1600' on radial 125° from Longview VOR within 25 miles. CAUTION: 644'msl radio twr 5 mi NW of airport. 585 FPM descent required at 120 mph.
LUFKIN, TEXAS Angelina County Airport 290 BVOR-DTV 112.1 mc - LFK Procedure No. 1 Effective date: 4/18/54	Lufkin Rbn	156 5.0	1600	E side of crs 157 outbnd 337 inbnd 1300'-within 10 mi 1400'-within 20 mi 1500'-within 25 mi	800	337 4.5	T-dn C-dn S-dn 33 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 mi. . .turn right and climb to 1700' on crs of 018° from Lufkin VOR within 25 mi. CAUTION: 550'lgtd rdo twr lctd 3 mi E of airport and 548' lgtd rdo twr 3 mi W of final approach crs.
MANSFIELD, OHIO Mansfield Airport 1296 BVOR-DTV 113.9 mc - MFD Procedure No. 1 Effective date: 4/22/54				N side of crs 134 outbnd 314 inbnd 2500'within 10 mi	2000	314 6.6	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.6 miles. . .climb to 2500' on crs 311° from Mansfield VOR.
MASON CITY, IOWA Mason City Airport 1218 BVOR 114.9 mc - MCW Procedure No. 1 Effective date: 2/8/54	Mason City "H"	168 4.0	2200	E side of crs 175 outbnd 355 inbnd 2200' within 25 mi	1720	355 3.9	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3. 9 mi climb to 2800' on crs 355° outbnd within 25 mi.
MEDFORD, ORE. Medford Airport 1330 BVOR 116.9 mc - MFR Procedure No. 1 Effective date: 4/15/54	Medford LFR Trail FM (Final)	317 5.0 153 9.0	6000 4000	E side of crs 333 outbnd 153 inbnd 6000' within 25 mi	4000	144 7.2	T-dn # C-dn A-dn	300-1 1000-2 1000-2	300-1 1000-2 1000-2	Within 7.2 mi execute climbing right turn climb to 6500' on crs 333° within 25 mi. *Procedure turn E due high terrain W. #Note landing minimums authorized 500-2 all aircraft day only provided top of stratus overcast in Medford Valley is not in excess of 3500' msl. Aircraft must be on top and shall not descend below 3500' until after passing Medford VOR inbnd. Alternate minimum 1000-2.
MIAMI, FLA. Miami Int'l Airport 9 BVOR-DTV 113.5 mc - MIA Procedure No. 1 Effective date: 3/25/54	Miami LFR (Final)	083 2.7	600	N side crs 266 outbnd 086 inbnd 1100' within 25 mi	600	086 3.3	T-dn C-dn S-dn 9R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.3 miles climb to 1400' on crs of 086 within 25 mi of VOR. Procedure turn non-standard to avoid traffic around Tamiami Airport.
MIDLAND, TEXAS Midland Air Terminal 2867 BVOR 114.8 mc - MAF Procedure No. 1 Effective date: 3/24/54	Midland LFR	020 9.0	4000	W side of crs 360 outbnd 180 inbnd 4000' within 10 mi 4100' within 20 mi 4200' within 25 mi	3500	180 4.2	T-dn C-dn S-dn 16R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 mi climb to 4000' on crs of 135° within 25 mi.
MILFORD, UTAH Milford Airport 5040 VORW 112.1 mc - MFL Procedure No. 1 Effective date: 11/19/53				W side of crs 180 outbnd 360 inbnd 8000' within 15 mi (NA beyond 15 miles)	6000	345 4.2	T-d T-n C-d C-n S-d rnwy 34 S-n A-dn	300-1 1000-2 1000-1 NA 1000-1 NA NA	300-1 1000-2 1000-1.5 NA 1000-1 NA NA	Within 4.2 mi, climb to 9000' on the 007° radial from Milford VOR within 25 mi. Emergency procedure only- weather observations 0530 to 2030 only-no attendant on field 2030 to 0530.
MINERAL WELLS, TEX. Mineral Wells Airport 984 BVOR-DTV 114.5 mc - MWL Procedure No. 1 Effective date: 1/13/54	Mineral Wells Rbn	132 5.0	2000	*S side of crs 129 outbnd 309 inbnd 2000' within 10 mi 2100' within 20 mi 2300' within 25 mi	1500	309 4.9	T-dn C-dn S-dn 31 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.9 miles Climb to 2500' on crs of 309° within 25 mi. *Procedure turn non-standard due ATC.
MONTGOMERY, ALA. Dannelly Field 219 BVOR-DTVBJ 121.1 mc - MGM Procedure No. 1 Effective date: 1/13/54	Maxwell LFR	152 12.0	1700	E side crs 136 outbnd 316 inbnd 1700' within 25 mi	1200	316 6.1	T-dn C-dn S-d 33 S-N* A-dn	300-1 500-1 500-1 NA 800-2	300-1 500-1.5 500-1 NA 800-2	Within 6.1 mi. . .climb to 1700' on crs of 316° within 25 mi of VOR. *Night operation runwy 15-33 NA due lack of obstruction and runway lights. CAUTION: 695' MSL twr 2 mi SE of VOR sta.
MORGANTOWN, W.VA. Morgantown Airport 1256 BVOR 112.2 mc - MGW Procedure No. 1 Effective date: 4/1/54				*W side crs 157 outbnd 337 inbnd 3500' within 10 mi (NA beyond 10 mi)	3000 #	337 6.4	T-dn C-d C-n A-dn	300-1 1400-1 1400-2 1600-3	300-1 1400-1.5 1400-2 1600-3	Climb to 3000' on crs of 337° within 10 mi. *Procedure turn non-standard due to high terrain E of apch crs. #CAUTION: 2295' terrain extending from VOR station to within 4 mi of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN (+ SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MUSKEGON, MICH. Muskegon County Arpt 627 BVOR 117.3 mc - MKG Procedure No. 1 Effective date: 3/30/54	Muskegon LFR	381 0.7	1800	E side of crs 152 outbnd 332 inbnd 1800'-within 10 mi 1900'within 25 mi	1300	332 2.0	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.0 mi. . .climb to 1900' on outbnd crs 332° within 25 miles.
MYRTLE BEACH, S. CAR. Myrtle Beach Airport 24 BVOR 117.8 mc - MYR Procedure No. 1 Effective date: 2/2/54	Myrtle Beach Rbn	220 3.5	1200	N side 047 outbnd 227 inbnd 1200' within 25 mi	700	227 3.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 3.5 miles climb to 1200' on crs of 227° within 25 miles.
OKLAHOMA CITY, OKLA. Will Rogers Airport 1283 VORW-DME 115.5 mc - OKC Procedure No. 1 Effective date: 3/8/54	Oklahoma City LFR	282 8.0	2500	S side of crs 277 outbnd 097 inbnd 2400' within 10 mi 2500'within 25 mi	1900	097 9.3	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 8.0 miles climb to 2700' on radial of 097° within 25 miles. When directed by ATC, turn left, climb to 2500' on N crs of Oklahoma City lclzr within 25 miles.
ORLANDO, FLA. Orlando Airport 115 BVOR 112.2 mc - ORL Procedure No. 1 Effective date: 2/11/54	Orlando LFR	215 4.0	1500	N side crs 130 outbnd 310 inbnd 1300' within 25 mi	700	On Airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 0.0 miles. . .climb to 1600' on crs of 310° within 25 miles. CAUTION: Obstructions 319'msl 2.25 W of airport.
PALACIOS, TEXAS Palacios Airport 13 BVOR 117.3 mc - PSX Procedure No. 1 Effective date: 1/15/54	Palacios LFR	307 2.0	1300	W side crs 299 outbnd 119 inbnd 1300'-within 10 mi (NA beyond 10 miles)	800	119 3.9	T-d T-n C-d C-n S-d R-13 S-n A-d A-n	300-1 NA 500-1 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	Within 3.9 miles climb to 1200' on crs of 119° within 15 miles.
PENDLETON, ORE. Pendleton Airport 1493 BVOR 112.7 mc - PDT Procedure No. 1 Effective date: 12/23/53	Pendleton LFR Pendleton LOM Int. S crs Walla Walla LFR and 061° outbnd crs from Pendleton VOR Cabbage Hill FM	252 7.0 249 10.0 241 21.0 296 17.0	4000 4000 4000 4800	N side of W crs 250 outbnd 070 inbnd 3500' within 25 mi Procedure turn N for more favorable terrain	2600	070 4.5	T-dn C-dn S-dn Rwy 7 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 miles-execute climbing left turn, climb to 4000' on 233° outbnd crs, within 25 miles Pendleton VOR.
POCATELLO, IDAHO Phillips Field 4448 BVOR 114.9 mc - PIH Procedure No. 1 Effective date: 12/20/53	Pocatello LFR Pocatello LOM	213 4.0 209 9.0	6500 6500	N side of crs 250 outbnd 070 inbnd 6000' within 25 mi of Pocatello VOR Procedure turn N for more favorable terrain.	5400	031 3.6	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 600-1.5 600-2 800-2	Within 3. 6 miles execute climbing left turn, climb to 6500' on the 234° radial from Pocatello VOR, within 25 miles. Alternate missed approach- procedure when directed by ATC, execute climbing left turn to intercept and climb to 7500' on the 335° radial from Pocatello VOR within 25 mi. CAUTION: 5000'msl terrain located 3 mi SE of airport and 6 mi SW of Pocatello VOR.
PONCA CITY, OKLA. Ponca City Airport 1014 BVOR-DTV 117.3 mc - PNC Procedure No. 1 Effective date: 4/22/54	Ponca City MH	280 3.5	2200	S side of crs 279 outbnd 099 inbnd 2400'within 25 mi	1900	099 3.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 3.5 mi, climb to 2500' on crs of 099° within 25 miles.
PORTLAND, ORE. Portland Intn'l Airport 23 BVOR 117.4 mc - PDX Procedure No. 2 Effective date: 10/30/53	Sauvies Rbn Portland LFR Woodland FM (Final) La Center FM (Final)	040 12.0 341 7.0 151 16.0 151 4.5	3000 3000 3000 2500	W side of crs 331 outbnd 151 inbnd 3000'-within 10 mi Beyond 10 mi NA due to obstructions.	2500	160 10.5	T-dn C-d C-n S-d S-n A-dn	300-1 600-1 600-1 600-1 600-1 800-2	300-1 600-1.5 700-1.5 600-1.5 700-1.5 800-2	Within 10.5 miles, make right climbing turn and climb to 3000' on outbnd crs of 174° within 25 miles of Portland VOR. Climb to 2000' within 17 miles of Portland VOR. *Descent below 1020'msl NA until past Portland LFR inbnd. If Portland LFR not received, maintain 1020' MSL. CAUTION: 1630' rdo twr located 17 miles S of Portland VOR. VOR reception not available over the airport below 450' MSL.
ROCK SPRINGS, WYO. Rock Springs Airport 6752 BVOR 114.7 mc - RKS Procedure No. 1 Effective date: 1/18/54	Rock Springs LFR	203 1.0	9200	N side crs 081 outbnd 261 inbnd 9200' within 25 mi	8700	261 2.4	T-dn C-d C-n A-dn	300-1 1000-1 1000-2 1000-2	300-1 1000-1.5 1000-2 1000-2	Within 2.4 miles Climb to 10,000' on crs of 261° within 25 miles of VOR.
SALINA, KANSAS Salina Airport 1314 BVOR-DTVBJ 115.3 mc - SLN Procedure No. 1 Effective date: 11/23/53				S side of crs 311 outbnd 131 inbnd 2800'-within 35 mi	2300	131 5.0	T-dn C-dn A-dn	300-1 500-1.5 800-2	300-1 500-1.5 800-2	Within 5 miles. . .climb to 2500' on crs 131 outbnd from Salina VOR within 25 mi.
SALINAS, CALIF. Salinas Airport 84 BVOR 112.1 mc - SNS Procedure No. 1 Effective date: 3/24/54				W side of crs 304 outbnd 124 inbnd 2000'-within 25 mi	1100	124 3.4	T-dn C-dn A-dn	300-1 600-1.5 800-2	300-1 600-1.5 800-2	Within 3.4 miles, climb to 5000' on the 124° radial from Salinas VOR within 25 mi.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SAN ANGELO, TEXAS Mathis Field 1915 BVOR 115.1 mc - SJT Procedure No. 1 Effective date: 4/17/54	San Angelo LFR	243 4.4	3000	N side crs 061 outbnd 241 inbnd 3400'-within 25 mi	LFR-Z 3400 VOR 2500	234 2.1	T-dn C-dn S-dn 21 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.1 miles climb to 3500' on 234° radial within 25 miles.
SAVANNAH, GA. Travis Field Procedure No. 1	PROCEDURE CANCELLED effective January 11, 1954									
SEATTLE, WASH. Seattle-Tacoma Int'l Arpt 416 BVOR 113.9 mc - SEA Procedure No. 1 Effective date: 12/24/53	Seattle LFR	193 4.5	2000	E side of S crs 158 outbnd 338 inbnd 2000' within 14 mi (NA 15, 20 and 25 miles)	1600 over SEA LOM*	Seattle LOM to airport 338 4.7 Seattle VOR lctd on airport	T-dn C-dn S-dn Rwy 34 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 0.0 miles, climb to 2000' on 338° outbnd crs within 25 mi of Seattle VOR. *Descent to landing minimums authorized after passing Seattle LOM, if Seattle LOM not received, maintain 1600' (Seattle LOM located adjacent to final approach crs.) CAUTION: 500' terrain and trees located immediately N of airport. 720' twr located 14 miles S of airport.
	Harbor Island FM	144 10.0	2000							
	Hobart FM	266 16.0	4000							
	Seattle NAS LFR	161 23.0	2000							
	Tacoma LFR	353 29.0	3000							
	Vashon Int.	065 8.0	2000							
	Int NW crs. Seattle LFR and and 338° outbnd crs from Seattle VOR	158 7.0	2000							
	Tacoma LFR to Int 158° outbnd crs. from Seattle VOR and 005° outbnd brg from Tacoma LFR	005 17.0	2000							
	Int. 158 outbnd crs from Seattle VOR and 005 outbnd bearing from Tacoma LFR (Final)	338 9.0	* 1600							
SIOUX CITY, IOWA Sioux City Airport 1097 BVOR 115.5 mc - SUX Procedure No. 1 Effective date: 3/30/54	Sioux City LFR	119 2.0	2400	E side of crs 133 outbnd 313 inbnd 2400' within 25 mi	1900	313 4.0	T-dn C-dn S-dn 31 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	4.0 miles. .climb to 3000' on crs of 313° outbnd or when directed by ATC, climb on 244° outbnd from Sioux City VOR within 25 miles. CAUTION: 1318' terrain 1.5 miles ENE of airport.
	Sloan FM (Final)	330 7.0	1900							
SPOKANE, WASH. Geiger Field 2372 BVOR-DTV 115.5 mc - GEG Procedure No. 1 Effective date: 10/16/53	Rockford FM	252 24.0	4700	S side crs. 206 outbnd 026 inbnd 4000'-within 15 mi of VOR (NA beyond 15 mi)	3700	026 5.1	T-dn C-d C-a S-dn 2 A-dn	300-1 500-1 600-1 500-1 800-2	300-1 500-1.5 600-1.5 500-1 800-2	Within 5.1 mi. . .execute climbing left turn to intercept and climb to 4500' on 360° outbound crs from Spokane VOR within 25 mi all turns on W side. Alternate missed approach, when directed by ATC, execute climbing left turn to intercept and climb to 4500' on 300° outbnd crs from VOR within 25 miles, all turns on W side; or execute climbing left turn, climb to 4000' proceed direct to VOR and hold on E side of 206° outbnd, 026° inbnd crs at 4000' within 15 miles of VOR.
	Spokane LFR	245 8.0	4000							
	Spokane LOM	225 0.6	4000							
	Pine City FM/Rbn	339 22.0	4100							
	Harrington FM to Int 206° crs from VOR to 279° brg from Pine City Rbn	099 18.0	4000							
	Pine City Rbn to Int 206° crs from VOR and 323° brg from Pine City Rbn	323 18.0	4100							
	Int. 206° crs from VOR and 279° brg from Pine City Rbn, to VOR (Final)	206 20.0	4000							
SYRACUSE, N.Y. Hancock Airport 419 BVOR-DTV 113.3 mc - SYR Procedure No. 1 Effective date: 4/1/54	Syracuse LFR	56 5.0	1700	S side of crs 311 outbnd 131 inbnd 1700'-within 10 mi (NA beyond 10 miles)	1200	131 5.5	T-dn* C-dn S-dn 14 A-dn	300-1 700-1 500-1 800-2	300-1 700-1 500-1 800-2	Within 5.5 mi. . .climb to 1900' on crs 100° within 25 mi of Syracuse VOR. *600-1 required for take-off to the SE. CAUTION: 833' radio mast located 1.3 mi SE of airport.
TERRE HAUTE, IND. Hulman Field 585 BVOR 115.3 mc - HUF Procedure No. 1 Effective date: 4/15/54	Hulman LFR	043 8.0	1900	W side of crs 001 outbnd 181 inbnd 1900'-within 25 mi	1400	181 3.4	T-dn C-d C-a S-dn 18 A-dn	300-1 500-1 500-2 500-1 800-2	300-1 500-2 500-2 500-2 800-2	Within 3.4 miles climb to 1900 on outbnd crs 191 within 25 miles.
	Clinton Int	143 9.0	1900							
	Int E crs Hulman LFR and 260° crs of Hulman VOR	260 20.0	2000							
THERMAL, CALIF. Thermal Airport -117 BVOR-DTV 114.3 mc - TRM Procedure No. 1 Effective date: 3/8/54	Int. 256° bearing to Ontario VOR and 145° bearing to Thermal VOR (Palm Springs Int).	145 21.0	7000	E side crs 125 outbnd 305 inbnd 3000' within 15 mi (NA beyond 15 mi)	1380	305 0.0	T-d C-d A-d	300-1 1500-3 1500-3	300-1 1500-3 1500-3	Within 0.0 miles, turn right, climb to 9000' on outbnd track of 140°. SHUTTLE: to 4000' on tracks of 125° outbnd and 305° inbnd within 15 mi. All turns E of track.
	Int. 037° bearing to Hayfield Rbn and 322° bearing to Thermal VOR (Salton Int).	322 15.0	4000							
TOPEKA, KANSAS Phillip Billard Airport 880 BVOR-DTV. 117.8 mc - TOP Procedure No. 1 Effective date: 2/8/54	Topeka MHW at ILS OM	071 7.0	2300	W side 027 outbnd 207 inbnd 2300' within 25 mi	1800	207 5.8	T-dn C-dn S-dn 22 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Within 5.7 mi climb to 2400' on outbnd crs 162° magnetic within 25 miles, or when directed by ATC turn left climb to 2400' on SE crs of Topeka ILS within 15 miles.
TULSA, OKLAHOMA Tulsa Airport 674 BVOR-DTV 114.1 mc - TUL Procedure No. 1 Effective date: 4/22/54	Tulsa LFR	317 6.0	1700	W side of crs 330 outbnd 150 inbnd 2000'-within 15 mi 2100'-within 25 mi	1500	150 5.0	T-dn C-dn S-dn 17L A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.0 miles, climb to 2200' on radial of 114° within 25 miles, or when directed by ATC, climb to 2400' on radial of 210° within 25 miles.
	Verdigris FM	262 12.0	1800							
	Skiatook FM	106 13.0	1900							
VALDOSTA, GA. Valdosta Airport 203 BVOR - TV 113.7 mc - VLD Procedure No. 1 Effective date: 1/14/54	Valdosta MH	183 7.0	1400	E side crs 183 outbnd 003 inbnd 1400'-within 25 mi	900	003 6.7	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.7 miles. .make immediate right turn and climb to 1400' on crs of 183° within 25 miles of Valdosta VOR.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
VERO BEACH, FLA. Vero Beach Airport 25 BVOR-TV 117.3 mc - VRB Procedure No. 1 Effective date: 3/24/54	Vero Beach Rbn	290 4.5	1100	S side crs 290 outbnd 110 inbnd 1100'-within 25 mi	600	110 4.2	T-dn C-dn S-dn 11 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles. . .climb to 1200' on crs of 110 within 10 miles of VOR*. *CAUTION NOTE. Warning Area beyond 10 miles.
WACO, TEXAS Waco Airport 515 BVOR-DTV 115.3 mc - ACT Procedure No. 1 Effective date: 4/16/54	Waco LFR	338 7.0	1600	W side crs 319 outbnd 139 inbnd 1900' within 15 mi 2000' within 25 mi	1400	139 3.5	T-dn C-dn S-dn 14 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.5 miles. . .climb to 2000' on crs of 139° within 25 miles
WALNUT RIDGE, ARK. Walnut Ridge Airport 275 BVOR-DTV 115.7 mc - ARG Procedure No. 1 Effective date: 11/2/53	Walnut Ridge LFR	188 7.0	1500	S side crs 238 outbnd 058 inbnd 1600'-within 10 mi (NA beyond 10 mi)	1100	058 1.3	T-d T-a C-d C-a A-d A-a	300-1 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 800-2 NA	Within 1.3 mi. . .climb to 2700' on crs of 014° within 25 mi of VOR.
WATERTOWN, N.Y. Watertown Airport 325 BVOR-DTVJ 116.6 mc - ART Procedure No. 1 Effective date: 2/22/54				N side crs 228 outbnd 048 inbnd 1600'-within 10 mi	1100	048 3.2	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.2 miles. . .climb to 2000' on crs of 048° within 25 miles of VOR. NOTE: Procedure turn conducted N to avoid terrain to S.
YOUNGSTOWN, OHIO Youngstown Airport 1196 BVOR 114.7 mc - YNG Procedure No. 1 Effective date: 3/19/54	Youngstown LFR	359 1.4	2200	W side 003 outbnd 183 inbnd 2200' within 10 mi (NA beyond 10 miles)	1700	183 4.6	T-dn C-dn S-dn 18 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Climb to 3000' on outbnd crs 183° within 10 miles of Youngstown VOR. NOTE: Television twr 2033' msl 18 miles S of VOR.
	Gustavus FM (Final)	183 9.1	1700							

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
ALBANY, N. Y. Albany Airport 288 BVOR-DTV 116.9 mc; ALB Procedure No. TVOR-19 Effective date: 4/1/54	Saratoga Springs FM	207 25.0	1800	W side crs 010 outbnd 190 inbnd 1800' - within 10 mi	*1100	190 2.8 (From Albany LFR)	T-dn *C-dn *S-dn 19 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Climb to 1000' on crs of 190°, then make a climbing right turn climb to 3000' on outbnd crs of 297° within 25 mi of VOR, or (when directed by ATC) climb to 3000' on outbnd crs of 184° within 25 mi. *Descent to indicated hdg minimums authorized after passing Albany LFR.
	Round Lake FM (Final)	190 14.0	*1100							
Procedure No. TVOR-1 (Using Delmar FM)	Saratoga Springs FM	207 25.0	1800	E side crs 195 outbnd 015 inbnd 2200' - within 10 mi	*1700 (Over Delmar FM)	015 5.4 (From Delmar FM)	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 5.4 miles of Delmar FM... Climb to 3000' on crs of 015° within 25 mi of VOR. *Descent to indicated landing minimums authorized after passing Delmar FM.
	Coxsackie FM (Final)	015 20.0	1700							
FRESNO, CALIF. Fresno Air Terminal 331 BVOR-DTV 112.9 mc; FNO Procedure No. TVOR-29 Effective date: 11/5/53	Fresno LFR	046 7.0	1700	S side crs 095 outbnd 275 inbnd 1700' - within 10 mi (NA beyond 10 mi)	800	288 1.5	T-dn C-dn S-dn 29 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Climb to 2000' on 273° radial from Fresno VOR within 20 miles.
OKLAHOMA CITY, OKLA. Will Rogers Field Effective date: 3/8/54	(PROCEDURE CANCELLED)									
ROCHESTER, N. Y. Monroe County Airport 560 BVOR-DTV 117.8 mc; ROC Procedure No. TVOR-1 Effective date: 1/15/54	Rochester LFR	301 2.8	1900	E side crs 180 outbnd 360 inbnd 1900' - within 10 mi	1200	007 0.4	T-dn C-dn S-dn 1 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Climb to 2700' on crs of 360° within 25 mi of Rochester VOR.
Procedure No. TVOR-10 Effective date: 1/15/54	Rochester LFR	301 2.8	1900	S side crs 287 outbnd 107 inbnd 1900' - within 10 mi	1100	096 0.4	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Climb to 2000' on crs of 107° within 25 mi of Rochester VOR.
SALISBURY, MD. Wicomico County Airport 52 BVOR-DTVBJ 117.1 mc; SBY Procedure No. TVOR-4 Effective date: 11/19/53				E side crs 218 outbnd 038 inbnd 1500' - within 10 mi	600	044 0.25	T-dn C-dn *S-d 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-2.0 500-1.0 800-2.0	Climb to 1500' on crs of 038° within 10 mi of Salisbury VOR. *NOTE: Lights available on Rwy 13/31 only.
Procedure No. TVOR-13 Effective date: 11/19/53				W side crs 326 outbnd 146 inbnd 1500' - within 10 mi	800 ***	134 0.5	T-dn C-dn S-dn 13 A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Climb to 1500' on crs of 146° within 10 mi of Salisbury VOR. NOTE: Lights available on Rwy 13/31 only.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (TVOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. IS OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS., TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
Procedure No. TVOR-22				W side crs 050 outbnd 230 inbnd 1500' - within 10 mi	600	224 0.25	T-dn C-dn *S-d A-dn 22	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-2.0 500-1.0 800-2.0	Climb to 1500' on crs of 230° within 10 miles of Salisbury VOR. *NOTE: Lights available on Rnwy 13/31 only.
Procedure No. TVOR-31				N side crs 124 outbnd 304 inbnd 1500' - within 10 mi	600	314 0.5	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-2.0 500-2.0 500-1.0 800-2.0	Climb to 1500' on crs of 304° within 10 miles of Salisbury VOR. NOTE: Lights available on Rnwy 13/31 only.
TOLEDO, OHIO Toledo Airport 622 LVOR 113.6 mc; TOL Procedure No. TVOR-4 Effective date: 1/15/54	Genoa Rbn	316 5.0	1800	E side crs 215 outbnd 035 inbnd 1900' - within 10 mi	*1100	041 0.3 (Int. 35° crs to TOL LVOR & 125° brg to TOL LFR 035°, 4.9 mi)	T-dn C-d C-n S-dn *4 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Make right climbing turn to 1800' (or higher altitude when directed by ATC) on crs of 142° within 10 mi of LVOR. *Straight-in landing minimums apply if 125° bearing on Toledo LFR received.
	Waterville VOR	048 11.0	1900							
	Int. W crs Toledo LFR or Waterville VOR 90° radial & 035° crs to Toledo LVOR (Final)	035 9.0	*1100							
Procedure No. TVOR-14	Maumee Int.* (Final)	129 4.6	*1200	W side crs 309 outbnd 129 inbnd 2100' - within 10 mi	*1200	136 0.3	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Climb to 1800' (or higher altitude when directed by ATC) on crs 142° within 10 mi of LVOR. *Maintain 1600' until after passing Maumee Int. (Int. 205° crs to Waterville VOR & 129° brg to TOL LVOR.
Procedure No. TVOR-32	Int. E crs Toldeo LFR or Waterville VOR radial 093° & 322° crs to Toledo LVOR (Final)	322 11.0	*1100	E side crs 142 outbnd 322 inbnd 1800' - within 10 mi	*1100	316 0.3 (From Genoa Rbn 316°, 4.3 mi.	T-dn C-d C-n S-dn *32 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Climb to 2100' (or higher altitude when directed by ATC) on crs 309° within 10 mi of LVOR. *Maintain 1300' until after passing Genoa Rbn.
WASHINGTON, D. C. National Airport 16 TVOR 116.2 mc; DCA Procedure No. TVOR-15 Effective date: 1/18/54	Springfield Rbn	071 12.0	1800	S side crs 327 outbnd 147 inbnd 1800' - within 10 mi of GTN Rbn	*600	150 4.1	T-dn C-dn S-dn 15 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Make a right climbing turn to 1500' on 182° crs from Washington TVOR within 10 mi. *Maintain 1300' until after passing Georgetown Rbn.
	Herndon VOR	327 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 6.0	1500							
	Georgetown Rbn (Final)	147 4.0	*600							
Procedure No. TVOR-21	Abeam Riverdale Rbn (Final) (Final approach crs may be intercepted from 219° track from Riverdale Rbn).	234 6.0	*700	E side crs 054 outbnd 234 inbnd 1600' - within 10 mi of RVD Rbn	*700	213 1.0	T-dn C-dn S-dn 21 A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Make a left climbing turn to 1500' on crs of 054° from Washington TVOR within 10 mi or to Riverdale Rbn. *Maintain 1000' until after passing Riverdale Rbn.
Procedure No. TVOR-33	Int. NE crs Washington LFR (Final)	340 4.0	*608	#W side crs 160 outbnd 340 inbnd 1600' - within 10 mi	*600	330 0.7	T-dn C-dn S-dn 33 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Climb to 1800' on 327° crs from Washington TVOR. *Maintain 700' until after passing int. NE crs Washington LFR.
Procedure No. TVOR-36	Int. NW crs Washington LFR (Final)	007 6.0	*500	#W side crs 187 outbnd 007 inbnd 1500' - within 10 mi of Washington LFR	*500	003 0.5	T-dn C-dn S-dn 36 A-dn	300-1.0 600-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Make a left climbing turn to 1800' on 327° crs from Washington TVOR within 10 mi. *Maintain 800' until after passing Int. NW crs Washington LFR.

NOTES: Transitions from Springfield Rbn, Herndon VOR, Andrews LFR and Washington LFR authorized for all procedures. Radar transition altitudes: 1500' in the E, W, and S quardants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of Danger and Prohibited Areas. Radar fixes may be substituted for all fixes listed under item 2. #Procedure turn conducted W to avoid Andrews AFB traffic. CAUTION: Ceiling and visibility minimums do not provide standard clearance over 596' monument 1.8 miles north of airport and 422' monument 1.7 miles west of the final approach course.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.), ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BIRMINGHAM, ALA. Birmingham Airport 643 BVOR - BHM Procedure No. 1 Effective date: 4/23/54	Birmingham LFR	038 2.0	2400	W side crs 014 outbnd 194 inbnd 2500' within 25 mi	2000	194	T-dn C-dn A-dn	300-1 800-1 1000-2	300-1 900-1.5 1000-2	Within 4.7 miles. ..climb to 2700' on crs of 178° within 25 miles of VOR.
	Eden FM	268 24.0	2600							
BURLINGTON, IOWA Burlington Airport 698 BVOR - BRL Procedure No. 1 Effective date: 4/20/54	Burlington LFR	93 11.0	1900	N side of crs 107 outbnd 287 inbnd 1900' within 25 mi	1400	287 11.0	T-dn C-dn S-dn A-dn	300-1 700-2 700-2 800-2	300-1 700-2 700-2 800-2	Within 11.0 miles. . .climb to 2000' on crs 287° within 25 miles.
INDIANAPOLIS, IND. Weir Cook Airport 796 BVOR - IND Procedure No. 1 Effective date: 4/20/54	Indianapolis LFR	350 7.0	2000	W side of crs 320 outbnd 140 inbnd 2100' within 25 mi	1600	140 6.0	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.0 miles climb to 2100 on outbnd crs of 136° from IND VOR within 25 miles, or as directed by ATC as follows: 1. Climb to 2300' on E crs IND LFR and proceed to Greenfield Int. 2. Climb to 2200' on S crs of IND-LFR within 25 miles. 3. Climb on SW crs ILS to 1900' proceed to LOM.
	Int. NW crs IND LFR & 320° crs from IND-VOR (final)	140 16.0	1600							
	Int E crs of IND-LFR & NW crs of Cincinnati LFR	266 32.0	2300							
	Int E crs of IND-LFR & 236° crs from IND-VOR	056 30.0	2100							
LAFAYETTE, IND. Prudue University Airport 605 BVOR - LAF Procedure No. 1 Effective date: 4/20/54	LaFayette LFR	98 5.0	2100	E side of crs 128 outbnd 308 inbnd 2100' within 25 mi	1600	308 3.0	T-dn C-dn A-dn	300-1 700-1.5 800-2	300-1 700-1.5 800-2	Within 3.0 miles. . . climb to 2200' on outbnd crs of 308° within 25 miles of LAF VOR. CAUTION- Unlighted stack 881' msl located approximately 1.5 miles NE of airport.
PLATTSBURG, N.Y Plattsburg Airport 371 BVOR - DTV PLB Procedure No. 1 Effective date: 4/29/54				N side crs 048 outbnd 228 inbnd 1500' within 10 mi	1000	228 9.6	T-dn C-dn A-dn	300-1 600-1.5 800-2	300-1 600-1.5 800-2	Within 7.0 miles, make a left climbing turn and return to Plattsburg VOR at 1500' Note: Deviation from standard criteria authorized in regular approach visibility minimum
SAN ANTONIO, TEXAS San Antonio Intn'l Arpt 800 BVOR-DTV SAT Procedure No. 1 Effective date: 4/23/54	San Antonio LFR	353 4.5	2200	W side of crs 354 outbnd 174 inbnd 2500-within 10 mi 2600-within 20 mi 2800-within 25 mi	Cibolo FM 2000 VOR 1900 SAT LFR-Z 1500 (1) (2)	174 7.2	T-dn (2) C-dn (2) S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 7.2 miles. .Climb to 2500' on crs 174° within 25 miles. (1) Altitude over VOR 2000' if Cibolo FM not received. (2) Descent to indicated minimums authorized only after passing San Antonio LFR-Z on final. If San Antonio LFR-Z not identified on final, descent below 1500' not authorized and minimums are 700'. San Antonio LFR-Z to airport 174° 2.6 miles.
	Cibolo FM (Final)	174 5.5	1900							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST	MIN. ALT			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
ALBANY, N. Y. Albany Airport 288 109.5 mc; ALB LOM: 219 kc, AL Comb. ILS - ADF Procedure No. 1 Effective date: 4/1/54	Albany LFR	LOM	002 1.5	1800	W side N crs 011 outbnd 191 inbnd 1800' - within 10 mi	ILS 1600 ADF 1100 over LOM	1536 4.4	492 0.7	T-dn C-dn S-dn 19 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 600-1.5 400-3/4 500-1.0 800-2.0	4.4 mi after passing LOM (ADF)... Climb to 1000' on S crs ILS, make a rgt climbing turn and proceed out W crs Albany LFR at 3000'. Alternate missed approach procedure when requested by ATC; Climb to 5000' on S crs ILS.
	Schenectady FM	LOM	103 9.0	1800								
	Round Lake FM (Final)	LOM	212 8.0	1600								
	Albany VOR	LOM	011 5.0	1800								
AKRON, OHIO Akron-Canton Arpt 1228 109.5 mc; CAK LOM: 236 kc, CA Comb. ILS - ADF Procedure No. 1 Effective date: 12/8/53	Akron LFR	LOM	176 13.0	2500	E side S crs 186 outbnd 006 inbnd 2500' within 10 mi	ILS 2400 ADF 2000 over LOM	2340 4.3	1430 0.8	T-dn C-dn S-dn 36 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	4.3 mi after passing LOM (ADF)... Climb to 2500' on track 45° to E crs Akron LFR. Alternate missed approach (when requested by ATC) make a right climbing turn and return to LOM at 2500'.
	Bergholz Rbn	LOM	314 33.0	2500								
	Int. SW crs Akron LFR & 90° brg to LOM	LOM	90 14.0	2500								
	Int. E crs Akron LFR & 235° brg to LOM	LOM	235 14.0	2500								
	Int. E crs Akron LFR & N crs ILS on brg 186° on LOM	LOM	186 12.0	2500								
Procedure No. 2 - Using back course ILS lclzr	Akron LFR	Lakemore Int. *	110 2.5	2500	E side N crs ILS 006 inbnd 186 inbnd 2500' - within 10 mi of Lakemore Int.	#2500 over Lakemore Int.	No glide slope 6.7 mi From Lakemore Int.		T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2500' (or to a higher altitude when requested by ATC) on S crs ILS to LOM. #Descend to airport minimums after passing Lakemore Int. *Int. E crs Akron LFR and N crs ILS. Procedure turn to E to avoid Akron traffic.
	Int. NE crs Akron LFR & N crs ILS (Final)	Lakemore Int.	186 3.5	#2500								
	Int. E crs Cleveland LFR & N crs ILS	Lakemore Int.	186 24.0	2500								
	Int. 094 radial from Cleveland VOR & N crs ILS	Lakemore Int.	186 22.0	#2500								
	Akron-Canton LOM	Lakemore Int.	006 12.0	2500								
	Int. 119° radial from Cleveland VOR & N crs ILS (Final)	Lakemore Int.	186 4.0	#2500								
BAKERSFIELD, CALIF. Kern County Arpt #1 515 109.9 mc; BFL LMM: 227 kc, FL Procedure No. 1 Effective date: 11/18/53	Bakersfield LFR	SE crs ILS	141 1.5	2000	S side SE crs 119 outbnd 299 inbnd 1820' - within 10 mi of OM (NA beyond 10 miles) Procedure turn S side for more favorable terrain	1820	1820 4.71	690 0.62	T-dn C-dn S-dn 30 A-dn	300-1.0 700-2.0 400-3/4 800-2.0	300-1.0 700-2.0 400-3/4 800-2.0	Climb to 3000' on NW course Bakersfield LFR within 25 miles or to 2000' on track of 319° from Bakersfield VOR. ALTERNATE MISSED APPROACH: When directed by ATC climb to 2000' on SW crs of Bakersfield LFR within 15 mi. CAUTION: Numerous unlgtd TV receiving antennae in approach areas to runways 25-30-34.
	Bakersfield VOR	SE crs ILS	131 4.0	2000								
BINGHAMTON, N. Y. Broome County Airport 1629 110.3 mc, BGM LOM: 317 kc, BG Comb. ILS - ADF Procedure No. 1 Effective date: 4/1/54	Binghamton VOR	LOM	103 11.0	3500	E side SE crs 158 outbnd 338 inbnd 3100' - within 10 mi	ILS 2800 ADF 2600 over LOM	2750 4.6	1825 0.7	T-dn C-dn S-dn 34 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	4.6 miles after passing LOM (ADF).. Climb to 3500' on crs of 338° outbnd from LOM within 25 miles.
	Elmira LFR	LOM	100 51.0	3500								
	Int. S crs Syracuse & brg 100° to ILS LOM	LOM	100 11.0	3500								
	Int. brg 266° to Elmira LFR & 225° to ILS LMM	LMM	225 14.0	3500								
	Wilkes Barre Scranton VOR	LOM	343 52.0	4000								
BISMARCK, N. D. Bismarck Airport 1653 110.3 mc, BIS LMM; None LOM: 219 kc, BI Comb. ILS-ADF Procedure No. 1 Effective date: 11/8/53	Bismarck LFR	LOM	153 4.0	3000	E side SE crs 125 outbnd 305 inbnd 3000' - within 10 mi 3200' - within 25 mi	2800	2790 4.30	1873 0.70	T-dn C-d C-n S-dn 30 (ILS) (ADF)* A-dn	300-1.0 500-1.0 500-1.5 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 500-1.0 800-2.0	Within 4.3 mi after passing LOM (ADF)...Climb to 3300' on W crs Bismarck LFR or 262° crs from Bismarck VOR to Judson FM. *500-1.5 required if approach lights are inoperative. CAUTION: Radio towers, 1800' and 1756', 2 mi N and 0.5 mi S, respectively, of airport. 2413' radio tower, 4 miles N and 8 miles E of LFR.
	Bismarck VOR	LOM	189 3.0	3000								
	Int. W crs Bismarck LFR & SE crs ILS	LOM	125 5.0	3000								
	Int. 082° crs to Bismarck VOR & 125° brg to LOM	LOM	125 3.6	3000								
	Int. 296° crs to Bismarck VOR & 282° brg to LOM	LOM	282 10.0	3000								
	Driscoll FM	LOM	243 30.0	3000								
BOSTON, MASS. Logan Airport 19 110.3 mc, BOS Procedure No. 2 - Using back course ILS localizer Effective date: 4/1/54	Peabody Int. (Final)	ILS N crs	215 0.0	1300 800	W side N crs 35 outbnd 215 inbnd 1500' - within 10 mi of Revere Int.*	No glide path or marker 800 (over Revere Int.*)	5.0 (from Revere Int.*)		T-dn C-dn S-dn 22 A-dn	300-1.0 600-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 5 miles after passing Revere Int.* Climb to 1700' on SW crs Boston ILS within 15 miles from Revere Int. *Revere Int. - Int. E crs Bedford ILS and N crs Boston ILS. Position over Revere Int. may be established by use of radar fix.
	Radar Terminal Area transition altitude		Within 25 mi	1800								
BUFFALO, N. Y. Buffalo Airport 711 110.3 mc, BUF LMM: 201 kc, UF LOM: 219 kc, BU Procedure No. 1 Effective date: 4/1/54	SW crs Buffalo LFR	SW crs ILS	052 0.0	2000	N side NE crs 052 outbnd 232 inbnd 1800' - within 10 mi of LOM	1800	1750 4.2	930 0.7	T-dn C-dn S-dn 23 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2000' on SW crs ILS or (when requested by ATC) climb to 2100' on W crs Buffalo LFR.
	Wolcottsville FM (Final)	LOM	224 8.0	1800								
	Buffalo VOR	LOM	351 4.0	1800								
Procedure No. 2-Back crs ILS (Using Cheektowaga FM)	SW crs Buffalo IFR	SW crs ILS	052 0.0	2000	S side SW crs 232 outbnd 052 inbnd 2000' - within 10 mi of Cheektowaga FM	No glide path or middle markers 1500 (over Cheektowaga FM)	2.7 (from Cheektowaga FM)		T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Within 2.7 mi of Cheektowaga FM., Climb to 2000' on NE crs ILS, (or when requested by ATC), make a climbing right turn to 2100' on E crs Buffalo LFR within 10 miles.
	Angola FM (Final)	SW crs ILS	052 0.0	1500								
	Buffalo VOR	SW crs ILS	264 7.0	2000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS AND DIST	MIN. ALT			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
BURBANK, CALIF. Lockheed Air Terminal 764 109.5 mc, BUR LMM: 260 kc, UR LOM: None Procedure No. 1 Effective date: 11/4/53	Burbank LFR	Canoga Park Rbn	250 11.0	*5000	S side W crs 255 outbnd 075 inbnd 4100' - within 10 mi W of Canoga Park Rbn (NA beyond 10 miles)	4100	(No outer marker) 4078 13.75 (Over & from Canoga Park Rbn)	1268 2.03 Inner Compass Lctr: 882 0.5	T-dn C-d C-n S-dn 7 A-dn	#300-1.0 900-1.5 900-2.0 600-1.0 900-2.0	#300-1.0 900-1.5 900-2.0 600-1.0 900-2.0	Turn right (South) and climb to 4100' on W crs Burbank ILS lclzr to Canoga Park Rbn. Alternate missed approach, when directed by ATC, climb to 3000' on SE crs Burbank LFR, then make 180° rgt turn (South) continuing climb to 5000' while homing on Burbank LFR and hold at Burbank LFR in non-standard 2-minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs Burbank LFR. *4100' authorized after position is established westbound on ILS localizer. #600-1 required for all take-offs when departing via SE crs Burbank LFR. CAUTION: 2000' terrain 2.5 miles NE of airport rising to 3126' approximately 4 miles ENE of airport.
	Int. SW crs Newhall LFR & NW crs Burbank LFR (Simi Int.	"	130 9.0	4100								
	Int. SW crs Newhall LFR & W crs ILS (Broome Int.)	"	075 16.0	4100								
	Int. SE crs Camarillo LFR & W crs Los Angeles (Malibu Int.) Newhall LFR	"	357 22.0 180 14.0	5000 6000								
CHARLOTTE, N. C. Douglas Field 748 109.5 mc, CLT LOM: 254 kc, CL Procedure No. 1 Effective date: 4/17/54 Comb. ILS - ADF	Charlotte LFR	LOM	251 5.3	2100	S side SW crs 230 outbnd 050 inbnd 2200' - within 10 mi	ILS 2200 ADF 2200 over LOM	2160 5.3	970 0.5	T-dn C-dn S-dn 5 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Climb to 2200' on NE crs ILS or ILS outbound track of 050° on LOM when directed by ATC turn left climb to 2500' on N crs LFR within 25 miles.
	Int. N crs Charlotte LFR & SW crs ILS	LOM	230 7.0	2200								
	Sharon Int.	LOM	050 24.0	2200								
	Fort Mill FM	LOM	321 8.0	2100								
CHARLESTON, W. VA. Kanawha County Arpt 981 110.3 mc, CHW LOM: 245 kc, CH Procedure No. 1 Effective date: 4/1/54 Comb. ILS - ADF	Int. NE crs ILS & brg 254° to Charleston LFR	ILS LOM	229 12.0	2500	N side NE crs 049 outbnd 229 inbnd 2300' - within 10 mi	No glide slope 1800 over LOM	5.0	0.6	T-dn C-dn S-dn 23 ILS ADF A-dn	300-1.0 600-1.0 500-1.0 600-1.0 800-2.0	300-1.0 600-1.5 500-1.0 600-1.0 800-2.0	5.0 miles after passing LOM (ADF)... Climb to 2500' proceeding to Charleston LFR, or (when requested by ATC), climb to 2500' proceeding to Charleston VOR.
	Charleston LFR	ILS LOM	91 14.0	2500								
	Charleston VOR	ILS LOM	58 17.0	2500								
CHATTANOOGA, TENN. Lovell Field 682 109.5 mc; CHA N. CHA MHW - CQN Procedure No. 1 Effective date: 3/5/54 Comb. ILS - ADF	Chattanooga LFR	N CHA MHW	357 6.0	2200	E side NW crs 015 outbnd 195 inbnd 2500' - within 25 mi of North CHA MHW	ILS 2500 ADF 2500 over N. CHA MHW	1900 4.7 ADF over OM 1900	890 0.7	T-dn C-dn ILS ADF S-dn ILS ADF A-dn	300-1.0 600-1.5 600-1.5 400-1.0 500-1.0 800-2.0	300-1.0 700-2.0 700-2.0 400-1.0 500-1.0 800-2.0	Climb to 3300' on SW crs localizer or on track of 195° from CQN within 25 miles. NOTE: 1. 500-1 required for ILS with glide path inoperative. 2. No apch lights. 3. CHA LFR "Z" marker will be received passing LFR on final. 4. Procedure turn non-standard-high terrain to the West.
	Daisy FM	N CHA MHW	250 3.8	2200								
	NW crs Chattanooga LFR & brg of 090° M. to N. Chattanooga MHW (Signal Mt. Int.)	N CHA MHW	090 9.0	2200								
	Chattanooga VOR	ILS OM	350 10.0	2300								
Procedure No. 2 (Using VOR CHA 112.8)	North Chattanooga MHW	Ft. Oglethorpe Int.	195 14.0	2300	E side of SW crs 195 outbnd 015 inbnd 2200' - within 10 mi of Ft. Oglethorpe Int. 2500' - within 15 mi of Ft. Oglethorpe Int. 3300' - within 25 mi of Ft. Oglethorpe Int.	Over Ft. Oglethorpe Int. 1600	Ft. Oglethorpe Int. 3.9		T-dn C-dn S-dn A-dn	300-1.0 600-1.5 500-1.0 800-2.0	300-1.0 700-2.0 500-1.0 800-2.0	Climb to 2500' on NE crs ILS within 25 miles of Ft. Oglethorpe Int. NOTE: 1. This procedure not based on use of glide path. 2. Chattanooga VOR must be in normal operation. 3. Int. back crs ILS localizer and VOR radial 280 is the Ft. Oglethorpe Int. 4. Int. SW crs Chattanooga LFR & VOR radial 280 is the Rossville intersection.
	ILS OM	"	195 9.0	2300								
	Chattanooga VOR	"	280 4.0	2100								
	Chattanooga LFR	"	193 8.0	2300								
	Rossville Int.	"	100 5.0	2300								
CLEVELAND, OHIO Cleveland-Hopkins 789 ILS - CLE LOM; CL Procedure No. 1 Effective date: 12/8/53 Comb. ILS - ADF	Avon Lake FM	LOM	171 10.0	2200	S sdie SW crs 234 outbnd 054 inbnd 2200' - within 10 mi	ILS 2200 ADF 1700 over LOM	2070 4.5	1020 0.7	T-dn C-dn S-dn ILS 5L ADF 5L & 5C A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	4.5 mi after passing LOM (ADF) make a right climbing turn, climb to 2900' on N side E crs Cleveland LFR. Alternate missed approach procedures (when requested by ATC) 1. make right climbing turn, proceed to LOM at 2600'. 2. Climb to 2500' on NE crs ILS within 15 mi. CAUTION: 1939' tower 7 miles ESE of airport.
	Cleveland LFR	LOM	224 4.5	2200								
	North Royalton FM	LOM	303 11.0	2600								
	Elyria FM	LOM	135 8.0	2200								
	Int. W crs Akron LFR & SW crs ILS	LOM	54 20.0	2200								
	Int. Cleveland 135° radial & SW crs ILS	LOM	054 9.0	2200 (Final)								
Procedure No. 2	(Radar transition to NE crs ILS to be conducted in accordance with established ASR patterns for Runway 23R)				Not Authorized	*	*	*	T-dn C-dn S-dn 23R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5 miles after passing radar fix, climb to 2200' (or to a higher altitude when requested by ATC) on SW crs ILS within 25 miles. *Not Applicable. Descend to authorized minimums after passing 5 mile fix as determined by surveillance radar. NOTE: This procedure authorized only in conjunction with ASR (Airport Surveillance Radar).
COLORADO SPRINGS, COLO. Peterson Field 6172 ILS - COS LOM; CO Procedure No. 1 Effective date: 2/15/54 Comb. ILS - ADF	Colorado Springs LFR	LOM	166 10.0	7500	E side S crs 166 outbnd 346 inbnd 7200' - within 25 mi of LOM	ILS 7200 ADF 7200 over LOM	7120 4.3	6270 0.7	T-dn C-d C-n S-dn 35 ILS ADF A-dn	300-1.0 600-1.0 600-2.0 400-1.0 500-1.0 800-2.0	300-1.0 600-1.5 600-2.0 400-1.0 500-1.0 800-2.0	Within 4.3 mi after passing LOM (ADF) climb to 8000' on E crs COS LFR within 25 mi. CAUTION: (1) 7190' msl rdo twr, 5.5 mi N of COS LFR. (2) 7710' msl terrain 13.5 mi N of COS LFR. (3) Danger area 2.5 mi W of lclzr center line. NOTE: No apch lgts avail. Deviation from std criteria authorized in col. 6 for Danger Area airspace clearance.
	Fountain FM	LOM	346 3.5	7200								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (SIDE OF FINAL APCH CRS) (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
COLUMBIA, S. C. Columbia Airport 244 ILS - CAE LOM - CA Procedure No. 1 Effective date: 2/3/54 Comb. ILS - ADF	Columbia LFR	LOM	251 12.0	1600	S side SW crs 226 outbnd 046 inbnd 1500' - within 10 mi 1600' - within 25 mi	ILS 1500 ADF 1000 over LOM	1470 4.5	420 0.6	T-dn C-dn S-dn 5 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Climb to 2000' on the W then E crs of CAE LFR or 091° radial CAE VOR within 25 miles. No approach lights.
	Columbia VOR	OM	149 6.0	1600								
DAYTON, OHIO Dayton Airport 1008 ILS - DAY LOM - DA Procedure No. 1 Effective date: 4/1/54 Comb. ILS - ADF	Dayton VOR	LOM	210 8.0	2300	W side crs 236 outbnd 056 inbnd 2300' - within 10 mi	ILS 2300 ADF 1700 over LOM	2270 4.4	1235 0.7	T-dn C-dn S-dn 6 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	4.4 mi after passing LOM (ADF)....Climb to 2200' on 360° crs from Tipp City MHW within 10 miles. *Int. W crs Wright-Patterson LFR & 016° brg to Dayton LOM. #Int. W crs Wright-Patterson LFR & SW crs ILS or brg 056° to LOM.
	Wright-Patterson LFR	LOM	297 12.0	3000								
	W crs Columbus LFR & ILS NE crs or brg 236° to LOM	LOM	236 18.0	2300								
	Liberty Int.*	LOM	016 8.0	2300								
	266° crs to Dayton VOR & ILS NE crs or brg 236° to LOM	LOM	236 13.0	2300								
	West Alexandria Int. #(Final)	LOM	056 16.0	2300								
	(ADF Final)			1700								
Procedure No. 2 (Using) Tipp City MHW - TPC	Dayton VOR	TPC MHW	105 4.5	2200	N side NE crs (Back crs ILS) 056 outbnd 236 inbnd 2200' - within 10 mi of Tipp City MHW	No glide path or markers 1700 over Tipp City MHW	Distance from Tipp City MHW 4.6 miles		T-dn C-dn S-dn 24 ILS ADF A-dn	300-1.0 500-1.0 400-1.0 500-1.0 800-2.0	300-1.0 500-1.5 400-1.0 500-1.0 800-2.0	4.6 miles...Climb to 2300' on SW crs ILS or 236° brg outbnd from Tipp City MHW within 10 miles.
	Wright-Patterson LFR	TPC MHW	347 12.0	2200								
	Springfield MHW	TPC MHW	285 19.0	2300								
	Int. 023° crs to Dayton VOR & ILS SW crs or 056° brg to Tipp City MHW.	TPC MHW	056 8.0	2200								
	Int. W crs Columbus LFR & ILS NE crs or 236° brg to Tipp City MHW	TPC MHW	236 9.0	1700 (Final)								
	Int. 266° crs to Dayton VOR & ILS NE crs or brg 236° to Tipp City MHW	TPC MHW	236 3.0	1700 (Final)								
DENVER, COLO. Stapleton Airfield 5331 ILS - DEN Procedure No. 1 Effective date: 2/8/54	Devner LFR	LOM	098 9.0	7000	N side E crs 076 outbnd 256 inbnd 7000' - within 5 mi	7000	6997 6.3	5571 0.7	T-dn C-dn S-dn 26L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Turn right, climb to 6300' on N crs Denver LFR within 20 miles. CAUTION: 5918' msl radio tower 4.7 miles E/SE airport. 5579' msl tank 0.9 miles SE MM.
	Denver VOR	LOM	162 7.0	7000								
	Aurora "H"	LOM	050 9.0	7000								
	Dupont Int.	LOM	122 11.0	7000								
	Watkins FM	E crs ILS	192 9.0	7000								
	Int. E crs ILS & S crs Denver LFR	LOM	076 8.0	7000								
DES MOINES, IOWA Des Moines Airport 957 ILS - DSM LOM - DS Procedure No. 1 Comb. ILS - ADF Effective date 2/12/54	Des Moines LFR	LOM	102 3.0	2300	E side crs 124 outbnd 304 inbnd 2300' - within 10 mi	ILS 2300 ADF 2300	2329 4.7	1180 0.6	T-dn C-dn S-dn 31 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Within 4.7 miles (ADF) climb to 2600' on NW crs ILS or on outbnd crs of 304° from LOM within 25 mi, or when directed by ATC make left climbing turn, climb to 2600' on W crs of DSM-LFR. CAUTION: 1560' msl tower 3.2 miles NNE of arpt. *When tower not visible on N, NW, E & NE take-offs, climb to 2100' prior to turning toward tower.
	Des Moines VOR	LOM	040 4.5	2300								
	Martindale FM	LOM	030 9.0	2300								
	Int. N crs Des Moines LFR & SE crs ILS	LOM	124 4.0	2300								
	Int. E crs Des Moines LFR & SE crs ILS	LOM	124 2.0	2300								
	Int. 258° crs to Des Moines VOR & 304 crs to LOM	LOM	304 3.5	2300								
	Int. 180° crs to Des Moines VOR & 124° crs LOM	LOM	124 3.8	2300								
	Int. 284 crs to Des Moines VOR & 304 crs to LOM (Final)	LOM	304 11.0	2300								
DETROIT, MICH. Detroit Wayne Major 639 ILS - RML LOM - RM Procedure No. 1 Comb. ILS - ADF Effective date: 12/14/53	Detroit LFR	LOM	195 5.0	2000	E side SW crs 215 outbnd 035 inbnd 2000' - within 25 mi	ILS 1900 ADF 1500	1873 4.9	885 0.8	T-dn C-dn S-dn 3L ILS ADF A-dn ILS A-dn ADF	300-1.0 500-1.0 400-3/4 500-1.0 600-2.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 600-2.0 800-2.0	Within 4.9 miles... make right climbing turn to 2000' and return to LOM or as directed by ATC as follows: 1. Make left climbing turn to 2300' proceed to RML-LFR. 2. Make left climbing turn to 2300' proceed to Detroit VOR or Ford Locator. 3. Make right climbing turn to 2300' proceed to Flat Rock Int.
	Flat Rock Int.	LOM	280 6.0	2000								
	Int. W crs RML LFR & S crs Salem VAR or 123° brg to LOM	LOM	123 7.0	2000								
	Willow Run LOM	LOM	102 11.0	2000								
	Ann Arbor FM	LOM	097 19.0	2000								
	Int. SW crs QG LFR and SW crs ILS or 035° brg to LOM	LOM Final	035 6.0	1900								
	Detroit VOR	LOM	173 10.0	2000								
	Int. 099° crs from RML VOR and NE crs ILS or 215° brg to LOM	LOM	215 11.0	2000								
	Int. 326 crs to RML-VOR & 280 brg to LOM	LOM	280 7.0	2000								
	Int. 013 crs to RML VOR & SW crs ILS or 035 brg to LOM	LOM Final	035 9.0	2000								
	Int. 051 crs to RML VOR &090 brg to LOM	LOM	090 14.0	2000								
	Int. 080 crs to RML VOR & 110 brg to LOM	LOM	110 21.0	2200								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES, LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	TO	CRS AND DIST	MIN ALT			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	TYPE OF AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
ERIE, PA. Port Erie 732 ILS - ERI Procedure No. 1 Effective date: 4/1/54	North Springfield FM	OM	073 9.0	2000	S side SW crs 239 outbnd 059 inbnd 2000' - within 10 mi	2000	1970 4.4	935 0.7	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2500' on NE crs ILS or LFR.
	Erie VOR (Final)	OM	059 2.5	2000								
	Erie LFR	OM	235 2.5	2000								
	North Springfield FM (Final)	SW crs ILS	090 4.5	2000								
EVANSVILLE, IND. Dress Memorial 389 ILS - EVV LOM - EV Procedure No. 1 Comb. ILS - ADF Effective date: 2/1/54	Evansville LFR	LOM	118 3.9	1800	N side NE crs 035 outbnd 215 inbnd 1800' - within 15 mi	ILS 1800 ADF 1300	1629 4.5	628 0.6	T-dn C-d C-n S-dn 21 ILS ADF (D) ADF (N) A-dn	300-1.0 600-1.0 600-2.0 400-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-2.0 400-1.0 500-1.0 500-1.5 800-2.0	4.5 miles after passing LOM (ADF) make left climbing turn, climb to 2000' and proceed out S crs EVV-LFR, or when directed by ATC make right climbing turn, climb to 2000' on MH-340° to intercept W crs of EVV-LFR and proceed on crs within 25 miles. CAUTION: Radio tower 920' msl 4.5 miles SW of airport.
	Evansville VOR	LOM	051 20.0	2000								
	Int. E crs EVV-LFR & NE ILS crs of 215° brg to LOM (Final)	LOM	215 3.0	1800								
	Int. S crs EVV-LFR & NE ILS or 035° brg to LOM	LOM	035 5.5	1800								
	Int. 242° crs to EVV-VOR & 254° brg to LOM (Final)	LOM	254 15.0	1800								
	Int. 257° crs to EVV-VOR & 284° brg to LOM	LOM	284 19.0	1800								
	Int. 210° crs to EVV-VOR & 190° brg to LOM (Final)	LOM	190 20.0	1800								
	Princeton FM	LOM	168 14.7	1800								
FLINT, MICH. Bishop Field 781 ILS - FNT LOM - FN Procedure No. 1 Comb. ILS - ADF Effective date: 3/1/54	Int. N crs RML LFR & 180° brg to LOM	LOM	180 19.0	2000	S side W crs 271 outbnd 091 inbnd 2000' - within 10 mi 2100' - within 25 mi	ILS 1900 ADF 1500	1978 4.7	982 0.71	T-dn C-dn S-dn 9 ILS ADF A-dn ILS ADF	300-1.0 500-1.0 400-3/4 400-1.0 800-2.0 800-2.0	300-1.0 500-1.5 400-3/4 400-1.0 800-2.0 800-2.0	Within 4.7 miles climb to 2300' on crs of 118° within 25 miles of LOM. No approach lights.
	Int. NW crs QG-LFR and W crs ZR-LFR	LOM	299 28.0	2300								
	Int. N crs RML LFR and E crs LAN-LFR	LOM	331 25.0	2300								
	Lansing LFR	LOM	072 38.0	2300								
FT. WORTH, TEXAS Amon Carter Field 568 ILS - ACF LOM - AC Procedure No. 1 Comb. ILS - ADF Effective date: 4/22/54	Dallas LFR	LOM	282 16.0	2200	N side NW crs 309 outbnd 129 inbnd 2000' - within 10 mi (NA beyond 10 miles) *	ILS 2000 ADF 2000 over LOM	2000 5.3	770 0.60	T-dn C-dn S-dn 13 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Climb to 2000' on SE crs of ILS within 25 mi; or when directed by ATC, turn right, climb to 1900' on track of 175° to & then from Grand Prairie MHW within 15 mi of Grand Prairie MHW, or climb to 1800' via SE crs of ILS & 238° from DAL-VOR within 10 miles of Hensley Intersection. *Procedure turn non-standard due ATC. CAUTION: Radio twr 1230' msl located 5 mi ENE of outer marker.
	Int. 193° radial from DAL VOR & SE crs ILS	OM	309 25.0	2000								
	Duncanville MHW	LOM	309 22.0	1900								
	Grand Prairie MHW	LOM	330 12.0	1900								
	Int. S crs FTW-LFR & W crs DAL-LFR	LOM	040 20.0	2200								
	Ft. Worth LFR	LOM	070 14.0	1900								
	Ft. Worth VOR	OM	069 23.0	2000								
	Int. N crs FTW-LFR or 010° from FTW-VOR & NW crs ILS	OM	129 23.0	1900								
Procedure No. 2 Effective date: 4/22/54	Dallas LFR	Hensley Int.	247 8.0	1900	S side SE crs 129 outbnd 309 inbnd 1900' - within 10 mi (NA beyond 10 miles)#	No glide slope Alt. over Hensley Int. 1400	No outer mrkr Alt. over and miles from Hensley Int. 1400 4.0	No middle mrkr	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Climb to 1900' on NW crs of ILS within 25 miles. #Procedure turn non-standard due ATC. CAUTION: Radio tower 1230' MSL located 5 miles ENE of outer mrkr.
	Int. 193° radial DAL-VOR & SE crs ILS	Hensley Int.	309 15.0	2000								
	Duncanville FM	Hensley Int. (Final)	309 11.0	1400								
	Grand Prairie MHW	Hensley Int.	036 4.5	1800								
	ILS OM	Hensley Int.	129 10.0	1800								
FT. WORTH, TEXAS Meacham Field 692 ILS - FTW Procedure No. 1 Effective date: 4/22/54	Haslet MHW	North crs ILS	219 2.0	1900	W side N crs 354 outbnd 174 inbnd 2000' - within 10 mi (NA beyond 10 miles)	2000	2000 4.1	950 0.70	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 2000' on S crs of ILS within 25 miles. CAUTION: Building 956' located 2.4 miles south of outer marker.
	Ft. Worth LFR	OM	350 1.5	1900								
	Ft. Worth VOR	OM	057 10.0	2000								
Procedure No. 2 Effective date: 4/22/54	Ft. Worth VOR	South crs ILS	132 13.0	2000	E side S crs 174 outbnd 354 inbnd 2000' - within 25 mi	No glide slope Alt. over Rockwood FM 1500	No outer marker Alt. over and miles from Rock-wood FM 1500 2.6	No middle marker	T-dn C-dn S-dn A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 600-1.5 400-1.0 800-2.0	Climb to 2000' on north crs of FTW ILS within 25 miles. #620 FPM descent required at 120 MPH. CAUTION: Water tank 863' msl 1/2 mile SW of apch end of Runway 17. NOTE: Building 956' msl 2 mi N of airport.
	Int. W crs DAL-LFR & S crs ILS	Rockwood FM (Final)	354 5.0	1500								
	Int. 132° radial FTW VOR & S crs ILS	Rockwood FM (Final)	354 7.0	1500								
FRESNO, CALIF. Fresno Air Terminal 331 ILS - FNO LMM - NQ* LOM - FN Procedure No. 1 Comb. ILS - ADF Effective date: 11/5/53	Fresno LFR	LOM	071 11.0	1700	S side SE crs* 108 outbnd 288 inbnd 1700' - within 10 mi of LOM (NA beyond 10 miles)	1700 (ADF) 1700 over LOM	1400 4.44	535 0.70	T-dn C-dn S-dn 29 (ILS) (ADF) A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Within 4.44 mi after passing LOM (ADF)...Climb to 1500' on crs of 288°, then turn left and climb to 2000' on W crs Fresno LFR within 20 miles, or climbto 2000' on crs of 273° from Fresno VOR. *Procedure turn S for more favorable terrain.
	Fresno VOR	LOM	103 5.0	1700								
	Bowles FM	LOM	015 12.0	1700								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM FREQ. AND IDENT / LOM FREQ. AND IDENT / PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST	MIN. ALT			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
GRAND RAPIDS, MICH. Kent County Airport 692 ILS - GRR LOM - GR Procedure No. 1 Effective date: 12/20/53 Comb. ILS - ADF	Wayland Int.	LOM	054 5.0	2200	E side S crs 161 outbnd 356 inbnd 2200' within 20 mi 2300' - within 25 mi	2200	2170 5.7	906 0.75	T-dn C-d C-n S-dn 36R ILS ADF A-dn ILS A-dn ADF	300-1.0 500-1.0 500-1.5 400-3/4 500-1.0 800-2.0 1000-2.0 BCOB	300-1.0 500-1.5 500-1.5 400-3/4 500-1.0 800-2.0 1000-2.0 BCOB	5.7 mi after passing LOM (ADF), climb to 2200' on N crs ILS within 25 mi, or when directed by ATC, make right climbing turn, climb to 2200' on SE crs GRR-LFR to Alaska FM. No approach lights. CAUTION: 930' msl tower located 2.0 miles S of airport on ILS crs.
	Clarksville Int.	LOM	264 21.5	2200								
	GRR LFR	LOM	195 5.5	2200								
	Hastings Int.	LOM	290 22.5	2200								
	Pullman VOR	LOM	046 33.0	2200								
	Muskegon VOR	LOM	129 36.0	2200								
	Lansing VOR	LOM	278 49.0	2200								
	Alaska FM	LOM	269 10.0	2200								
	Int. NW crs GRR-LFR and N crs ILS	LOM	176 7.0	2200								
GREAT FALLS, MONT. Great Falls Airport 3671 ILS - GTF LOM - GT Procedure No. 1 Effective date: 3/10/54 Comb. ILS - ADF	Great Falls LFR	LOM	152 6.0	5700	W side S crs* 161 outbnd 341 inbnd 5700' - within 5 mi 6000' - within 10 mi (NA beyond 10 miles)	ILS 5700 ADF 5000 over LOM	5700 7.1	3900 0.7	T-dn C-d C-n S-dn 34 ILS ADF A-dn	300-1.0 500-1.0 500-1.5 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 500-1.0 800-2.0	Within 7.1 miles after passing LOM-ADF, climb to 6000' on back course GTF ILS or on 341° outbnd track LOM within 25 mi, or when directed by ATC, climb to 5000' on NW crs GTF LFR or on 312° outbnd crs GTF VOR within 15 mi. *Procedure turn on W side for more favorable terrain. CAUTION 3840' msl LFR towers 1.5 miles SW of airport.
	Great Falls VOR	LOM	140 6.0	5700								
	Belt FM	LOM	255 20.0	5700								
	Cascade FM (Final)	LOM	038 16.0	5700								
HOUSTON, TEXAS Houston Airport 50 ILS - HOU LMM: None LOM: None Procedure No. 2 Effective date: 11/23/53 Comb. ILS - ADF	Houston VOR	Monument Rbn	035 14.0	1400	N side NE crs** 035 outbnd 215 inbnd 1600' - within 5 mi E of Monument Rbn)	No glide slope	900* 4.0 (Final apch alt over Pasadena Fix# and distance to apch end of rnwy)		T-dn C-dn* S-dn* 21 A-dn*	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 1200' on SW crs Houston ILS within 15 miles, or when directed by ATC, turn right, climb to 1700' on NW crs Houston LFR or 305° crs from Houston VOR within 25 mi. *Descent below 900' msl not authorized unless position advisory over Pasadena Fix received from Houston Radar. **Except when in accordance with approved radar vectoring procedures, final apch must be initiated from Monument Rbn. Acft must be in contact with Houston Radar prior to leaving Monument Rbn on final. #Pasadena Fix is a Houston Radar (ASR) fix 4.0 miles NE of Houston Arpt on the NE crs of Houston ILS.
	Houston LFR	Monument Rbn	024 15.0	1400								
	Monument Rbn**	Pasadena Fix# (Final)	215 9.0	900								
JACKSONVILLE, FLA. Imeson Airport 52 ILS - JAX LOM - JA Procedure No. 1 Comb. ILS - ADF Effective date: 2/24/54	Int. N crs Jacksonville LFR & NE crs ILS	LOM	224 10.0	1300	N side SW crs 224 outbnd 044 inbnd 1300' - within 5 mi of LOM# (NA beyond 5 miles)	ILS 1200 ADF 1200 over LOM	1180 4.6	220 0.7	T-dn C-dn S-dn 5 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Climb to 1300' on NE crs ILS or 044° track from LOM within 25 mi. When directed by ATC, climb to 1300' on 090° track from the Jacksonville VOR within 25 mi. #Procedure turn non-standard and limited to 5 miles account Danger Area and obstruction.
	Jacksonville LFR	LOM	237 7.0	1300								
	Jacksonville VOR	LOM	234 10.0	1300								
	Bryceville FM	LOM	104 14.0	1300								
JOPLIN, MO. Joplin Airport 980 ILS - JLN Procedure No. 1 Comb. ILS - ADF Effective date: 12/25/53	JLN LFR	ILS LOM	231 4.4	2100	N side NW crs 310 outbnd 130 inbnd 2200' - within 5 mi ADF 2200' - within 25 mi ILS LOM	ILS 2100	2124 4.6	1153 0.66	T-dn C-d C-n S-d S-n (ADF) S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.5 400-3/4 400-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 400-1.0 500-1.0 500-1.5 800-2.0	Within 4.6 mi...(ILS) climb to 2500' on SE crs ILS within 25 miles or when directed by ATC.....(ADF) climb to 2500' on crs of 130° within 25 mi or when directed by ATC....Make left turn climbing to 2100' to ILS LOM.
	Int. NW crs ILS and E crs CNU LFR via NW crs ILS	ILS LOM	130 25.0	2100								
	Int. SE crs ILS and SW crs SGF LFR via SE and NW ILS crs	ILS LOM	310 26.0	2500								
	Neosho VOR via 336° radial	ILS LOM	336 27.0	2500								
	Int. E crs CNU LFR and N crs JLN LFR	ILS LOM	197 11.0	2100								
	Int. SE crs ILS and 232° outbnd crs from SGF VOR via SE and NW ILS crs	ILS LOM	310 26.0	2500								
	SGF VOR via 254° radial from SGF VOR	ILS LOM	254 68.0	2700								
Procedure No. 2 Effective date: 12/25/53	Int. SE crs ILS and SW crs SGF LFR	#Int. **	310 16.0	1800 (Final	E side SE crs 130 outbnd 310 inbnd 2300' - within 25 mi	No glide slope Alt over Int. # 1800	No outer marker Alt over and miles from Int. # 1800 4.0	No middle marker	T-dn C-d C-n S-dn 31 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 3.5 miles climb to 2100' on NW crs ILS within 25 mi. #Int. SE crs ILS and 351° crs from EOS VOR. **Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously
	Int. SE crs ILS and 232° crs from SGF VOR	#Int. **	310 16.0	1800 (Final								
	ILS LOM	#Int. **	130 10.0	2500								
	Int. NW crs ILS and E crs CNU LFR via NW and SE ILS crs	#Int. **	130 35.0	2500								
	JLN LFR	NW ILS crs	172 6.0	2500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS				PROCEDURE TURN (* SIDE OF FINAL APCH CRS) / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED / REMARKS
	FROM	TO	CRS AND DIST	MIN ALT			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
KANSAS CITY, MO. Kansas City Airport 785 ILS - MKC LOM - MK Procedure No. 1 Comb. ILS - ADF Effective date: 3/22/54	Kansas City LFR	LOM	028 5.0	2500	W side N crs 004 outbnd 184 inbnd 2500' - within 10 mi (NA beyond 10 miles)	ILS 2500 ADF 2500 over LOM	2558 6.2	1030 0.7	T-dn* C-dn S-dn ILS 18## S-dn ADF 18 A-dn	300-1.0 ##500-1.0 400-1.0 ##500-1.0 800-2.0	400-1.0 700-1.5 400-1.0 700-1.0 800-2.0	Within 5.5 mi after passing LOM (ADF) or at ILS LMM ... make right climbing turn, climb to 2500' and intercept 310° ADF track and proceed to Farley Rbn and hold, or when directed by ATC, make right climbing turn, climb to 2200' on SW crs. MKC LFR within 25 mi, or if VHF equipped only, make right climbing turn, climb to 2500'
	Kansas City VOR	LOM	152 4.0	2500								
	Kansas City VOR	N crs ILS	191 3.0	2500								
	Liberty FM & Rbn	LOM	240 12.0	2500								
	Liberty FM & Rbn	N crs ILS	250 11.0	2500								
	Farley Rbn	LOM	106 16.0	2500								
	Farley Rbn	N crs ILS	098 15.0	2500								
	Linkville FM	N crs ILS	110 9.0	2500								
												or 210° outbnd crs from MKC-VOR within 25 mi. CAUTION: Grain elevators 903' msl & RR flood lgts 857' msl 2.3 mi NNE of rnwy 18 cracking plant & stack 856' msl 1/2 mi WSW of arpt. TV twr 1670' msl 2.9 mi S of arpt. Congested bldgs 1423' msl 1 mi SSE of arpt. #Take-offs to S or SW when wea is below 1000-3 will intercept a 230° ADF track from ILS-LMM or 185° outbnd crs from MKC-VOR as soon as practical after take-off and maintain track on crs until reaching 2500' prior to making left turn. ##When apch lgts or glide path inoper, cross Bluff FM at not less than 1460' msl & circling minimums apply to all acft except 4 eng. authorized 700-1, when apch lgts or glide path inoper, Bluff FM inoper, 700-1 minimums apply
KNOXVILLE, TENN. McGhee Tyson 989 ILS - TYS LOM - TY Procedure No. 1 Effective date 2/1/54	TYS - LFR	LOM	216 10.0	2500	W side SW crs 225 outbnd 045 inbnd 2500' within 10 mi (NA beyond 10 miles)	No glide path ILS & ADF 2500 over LOM	No glide path 6.2	 0.67	T-dn C-d C-n S-dn 4L A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Turn left climb to 3000' on N crs of Knoxville LFR within 25 mi or when directed by ATC, climb to 4000' on NE crs of Knoxville LFR within 25 miles No approach lights
	Tallassee FM	LOM	355 14.0	3500								
LANSING, MIHC. Capital City Airport 858 ILS - LAN LOM - LA Procedure No. 1 Comb. ILS - ADF Effective date 3/19/54	Lansing VOR	LOM	071 11.0	2400	N side crs 093 outbnd 273 inbnd 2400' - within 25 mi	ILS 2100 ADF 1780	2086 4.3	1064 0.63	T-dn C-dn S-dn 27 ILS ADF A-dn	300-1.0 500-1.0 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 400-3/4 500-1.0 800-2.0	Within 4.3 miles, climb to 2200' on W crs LAN LFR or 280° crs from LOM within 25 miles, or if directed by ATC, make right climbing turn, climb to 2000' and proceed NW on track of 340° within 25 miles of LOM. No approach lights.
	Lansing LFR	LOM	081 2.0	2400								
	Int. 220° brg from FNT "H" and LAN ILS crs	LOM	273 28.0	2400								
	Int. of 313° crs from RML VOR and LAN ILS crs	LOM	273 13.5	2500								
LOS ANGELES, CALIF. International Arpt 125 ILS - LAX LOM - LA Procedure No. 1 Comb. ILS - ADF Effective date 4/5/54	LAX LFR	LOM	074 2.0	2000	S side E crs 068 outbnd 248 inbnd 2000' - within 10 mi and in no case farther East than Downey FM or Rbn	1650	1650 6.04 ADF 1500	300 0.64	T-dn C-dn S-dn 25L/R ILS ADF A-dn	300-1.0 500-1.0 400-3/4 400-1.0 800-2.0	300-1.0 600-1.5 400-3/4 400-1.0 800-2.0	Within 6.0 miles after passing LOM (ADF) climb to 2000' on W crs LAX LFR
	Downey FM or Rbn	LOM	253 9.0	(ILS) 1650 (ADF) 1500								
	LGB LFR	LOM	304 16.0	(ILS) 650 (ADF) 1500								
	Hollywood Hills FM	LOM	133 14.0	3000								
Procedure No. 2 (Using LAX & Radar (ASR)) Effective date: 4/5/51	Int. W crs ILS & SE course CAV LFR	ILS W crs	068 0.0	2000	S side W crs 248 outbnd 068 inbnd 2000' - 8 mi from end of rnwy as specified by radar controller	At 6 mi 1600	At 4 mi 1150	At Del Rey FM 1.7 mi 550	T-dn C-dn S-dn 7L/R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Climb to 2000' on E crs LAX LFR, no farther E than Downey Rbn. Airport Surveillance Radar must be operating for this procedure.
	Los Angeles LFR	LMM	243 3.5	2000		Distance from end of rnwy given by radar controller each mile on final approach						
LOUISVILLE, KY. Standiford Airport 497 ILS - SDF LOM - SD Procedure No. 1 Comb. ILS - ADF Effective date. 4/29/54	Louisville LFR	LOM	214 12.0	2100	W side S crs 190 outbnd 010 inbnd 2100- within 7 mi (NA beyond 7 mi to avoid Godman Danger Area)	ILS 2100 ADF 1600 over LOM	2080 6.2	690 0.7	T-dn C-d C-n S-dn 01 ILS ADF A-dn	300-1.0 500-1.0 500-1.5 400-3/4 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 500-1.0 800-2.0	6.2 mi after passing LOM (ADF)... Make a left climbing turn to 2100' as soon as practical. Proceed out W crs Louisville LFR, or, (when directed by ATC) make climbing right turn as soon as practical and proceed to Louisville LFR. CAUTION Obstruction 1070' four miles N of Standiford Airport.
	Louisville VOR	LOM	262 10.0	2100								
	Eastwood FM	LOM	237 19.0	2100								
	Shepherdsville FM	LOM	311 11.0	2100								
	Int. W crs Louisville LFR & 157° crs to LOM	LOM	157 10.0	2100								
	Int. 152° crs to Louisville VOR & N crs ILS or 190° crs to LOM	LOM	190 15.0	2100								
MADISON, WISC. Truax Field 859 ILS - MSN LOM - MS Procedure No. 1 Comb. ILS - ADF* Effective date 4/20/54	Madison LFR	LOM	218 4.0	2400	E side crs 179 outbnd 359 inbnd 2400' - within 25 mi	ILS 2000 ADF 1900	1918 4.4	1058 0.7	T-dn C-dn S-dn 36 ILS ADF A-dn	300-1.0 600-1.0 400-3/4 600-1.0 800-2.0	300-1.0 600-1.5 400-3/4 600-1.0 800-2.0	Within 4.44 miles after passing LOM (ADF)... climb to 2500' on N crs from LOM within 25 miles.
	Janesville VOR	LOM	328 37.0	2400								
	Lone Rock VOR	LOM	110 43.0	2700								
	Int. W crs MSN LFR & brg 111 to LOM	LOM	111 12.0	2700								
	Int. E crs MSN LFR & brg 257° to LOM	LOM	257 12.0	2400								
	Int. 308° crs from JVL VOR and S crs ILS final	LOM	359 16.5	2400								
MEMPHIS, TENN. Memphis Airport 269 ILS - MEM LOM - ME Procedure No. 1 Comb. ILS - ADF Effective date 3/17/54	Memphis LFR	LOM	292 5.5	1500	S side W crs 266 outbnd 086 inbnd 1700' - within 25 mi	ILS LOC. and ADF 1200 over LOM	4.9	0.7	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.9 miles climb to 1500' on E crs of ILS or 086° track from LOM within 25 mi or when directed by ATC, climb to 1500' and proceed to Memphis LFR or VOR. NOTE: Radio tower 470' msl one mile E of LOM. No glide path.
	Cuba FM	LOM	192 18.0	2000								
	NE crs Memphis LFR & E crs ILS	LOM	266 10.0	1500								
	Bruins MHW	LOM	048 20.0	1700								
	Memphis VOR	LOM	274 10.0	1500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
MIAMI, FLA. Miami Intn'l Airport 9 ILS- MIA LOM - MI Procedure No. 1 Comb: ILS-ADF Effective date: 3/24/54	Miami LFR	LOM#	085 1.3	1100	N side W crs 265 outbnd 085 inbnd 1100' within 25 mi	ILS 1100 ADF 1100 over LOM	1100 4.6	200 0.7	T-dn C-dn S-dn 9R	300-1 500-1	300-1 500-1.5	Climb to 1400' on E crs of ILS or 085° track from LOM within 25 miles. #Right turn from S or left turn from N from MIA-LFR to LOM NA.
	Miami VOR	LOM	260 1.4	1100								
	Krome FM	LOM	091 10.0	1100					ILS ADF A-dn	400-0.75 500-1 800-2	400-0.75 500-1 800-2	
MIDLAND, TEXAS Midland Air Terminal 2867 ILS - MAF LMM - AF Comb: ILS - ADF Procedure No. 1 Effective date: 4/22/54	Midland VOR	LMM	184 6.0	4000	S side SW crs 223 outbnd 043 inbnd 4200 within 10 mi 4300 within 25 mi	ILS 4010 ADF 3700 over OM 3300 over LMM	4010 4.6	3070 0.6	T-dn C-dn S-dn 4	300-1 500-1	300-1 500-1.5	Climb to 4300' on NE crs of ILS or on a 043° crs from the LMM within 25 miles. If outer Marker not received minimum altitude over LMM 3700' and straight-in minima not authorized.
		OM	198 10.0	4000								
	Midland LFR	ILS SW crs	189 0.8	3900					ILS ADF	400-0.75 500-1	400-0.75 500-1	
		MM	53 3.5	3900					A-dn ILS ADF	800-2 800-2	800-2 800-2	
ILS- MAF BVOR - MAF Procedure No. 2 Effective date: 3/24/54	Midland VOR	NE crs LOC	120 4.0	4000	N side of NE crs of ILS 043 outbnd 223 inbnd 4300' within 10 mi (NA beyond 10 mi)	Int. 120° radial MAF VOR 3800'	Int 120° radial to runway 223° 4.0 miles. No glide slope. No outer marker No middle marker		T-dn C-dn S-dn A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.9 miles climb to 4300' on SW crs of ILS within 25 mi.
MINNEAPOLIS, MINN. Minneapolis St-Paul Intn'l Airport 840 ILS - MSP LOM- stS Procedure No. 1 Comb: ILS-ADF Effective date: 2/10/54	MSP - LFR	LOM	132 1.0	2100	E side SE crs 115 outbnd 295 inbnd 2100 within 15 mi. 2400 within 25 mi of LOM.	ILS 2100 ADF 1500	2062 4.7	1035 0.65	T-dn C-dn S-dn 29L ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.7 miles (ADF, climb to 2500' on NW crs MSP-LFR to Hamel FM, or if directed by ATC, (1) Make left climbing turn, climb to 2200' on heading of 241° and proceed Jordan FM. (2) Make left climbing turn, climb to 2100' and return to ILS-LOM.
	MSP - VOR	LOM	143 24.0	2500								
	Hastings FM (Final)	Glide slope Int.	295 8.0	2100								
	Hastings FM (Final)	LOM	295 9.0	1500								
	Stanton Rbn	SE ILS crs	360 23.0	2200								
	Jordan FM	LOM	061 26.0	2200								
	Houlton Int	LOM	228 25.0	2100								
	Elmo Int.	LOM	228 16.0	2100								
	Diamond Bluff Int.	Glide path Int	295 24.0	2100								
	Lakeville Int	LOM	033 19.0	2100								
	Prior Int.	LOM	062 21.0	2100								
	Radar transitions	As directed by ATC		2600								
Back course ILS Procedure No. 2 Effective date: 12/30/53	Radar terminal area transition altitude	Back crs ILS	All direc-tions within 20 mi	2600	S side NW crs 295 outbnd 115 inbnd 2600 within 20 mi	No glide slope	No outer mrkr	No middle marker	T-dn C-dn S-dn 11R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	On final approach within 3 miles after passing 3 mile radar fix make right climbing turn, climb to 2200' on SW crs MSP-LFR. This procedure not authorized when ASR inoperative. CAUTION: *Do not descend below 1700' msl until radar controller has advised passing 1085' tower 3 mi from approach end runway 11R.
	Radar terminal area transition altitude at radar fix indicated (Final)	Approach end Rnwy 11R	115 6.0	2600								
	"	"	115 5.0	2300								
	"	"	115 3.0	1700*								
MOBILE, ALA. Bates Field 217 ILS - MOB LOM - MO Procedure No. 1 Comb: ILS - ADF Effective date: 3/15/54	Mobile LFR	LOM	290 12.0	1500	W side NW crs 320 outbnd 140 inbnd 1400' within 15 mi	ILS 1400 ADF 900 over LOM	1420 4.5	425 .67	T-dn C-dn S-dn 14 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1400' on SE crs of ILS or 140° track from LOM within 25 miles. NOTE: No approach lights.
	Mobile VOR	OM	066 4.5	1300								
	Int. SW crs MOB LFR and ILS localizer	LOM	320 12.0	1400								
MOLINE, ILL. Quad City Airport 590 ILS - MLI LOM - ML Procedure No. 1 Comb: ILS- ADF Effective date: 4/15/54	Moline VOR	LOM	219 26.0	2300	S side W crs 266 outbnd 086 inbnd 1900 within 20 mi 2000 within 25 mi	ILS 1900 ADF 1400	1805 5.1	773 0.6	T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 600-1 400-0.75 600-1 800-2	300-1 600-1.5 400-0.75 600-1 800-2	5.0 miles after passing LOM (ADF) Climb to 2100' on crs of 086° within 25 miles, or when directed by ATC make left climbing turn, climb to 2300' and proceed to E crs MLI-LFR or to MLI-VOR.
	Moline LFR	LOM	172 9.0	2100								
	Int E crs MLI-LFR & 225° brg to LOM	LOM	225 16.0	2300								
	Int S crs MLI-LFR & W crs ILS or brg 086° to LOM	LOM	086 0.4	1900								
	Int N crs BRL-LFR & W crs ILS or brg 086° to LOM (Final)	LOM	086 24.0	1900								
	Moscow Int (Final after W crs ILS)	W crs ILS	130 12.0	2000								
	Moscow Int (Final)	LOM	104 26.0	2000								
	Iowa City VOR	W crs ILS	095 27.0	2000								
	Int 095° crs from IOW-VOR & Int W crs ILS or brg 086 to LOM (Final)	LOM	086 24.0	1900								
NEWARK, N.J. Newark Airport 18 ILS - EWR LOM - EW Procedure No. 1 Comb: ILS- ADF Effective date: 4/1/54	New Brunswick Int.	Wood-bridge Int.#	074 14.0	1500	E side SW crs 217 outbnd 037 inbnd 1500' within 10 mi	ILS 1500 ADF 1000' over LOM	1525 5.6	250 0.7	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 600-1 400-0.75 600-1 800-2	300-1 600-1.5 400-0.75 600-1 800-2	Climb to 1000' on NE crs ILS or 037° track from LOM, make left climbing turn to 2000' direct to Paterson Rbn or when directed by ATC, (1) make climbing left to 2000' direct to Chatham Rbn (2) Make a right climbing turn to 1500' return to LOM. #Straight-in approach authorized from Woodbridge Int. (Int 352° crs from Colts Neck VOR and SW crs ILS or 037° brng to LOM).
	Colts Neck VOR	Wood-bridge Int.#	352 17.0	1500								
	Flatbush Rbn	LOM	276 11.0	1500								
	Newark LFR	LOM	207 5.0	1500								
	Chatham Rbn	LOM	140 14.0	2000								
	Radar transition altitudes S quadrant of Newark LFR		within 15 mi all other directions within 20 mi	1500 2500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (SIDE OF FINAL APCH CRS. OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
NEW YORK, N.Y. La Guardia Field 20 ILS - LGA LOM - LG Procedure No. 1* Comb. ILS- ADF Effective date. 4/1/54	La Guardia LFR	LOM	223 9.0	2500	S side SW crs 223 outbnd 043 inbnd 1500' within 10 mi	ILS 1500 ADF 1200 over LOM	1310 4.5	295 0.8	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 600-1 400-1 600-1 800-2	300-1 600-1.5 400-1 600-1 800-2	4.5 miles after passing LOM, climb to 1500' (or at a higher altitude when requested by ATC) on NE crs La Guardia ILS or LFR. La Guardia LFR must be monitored during ADF approach.
	Glen Cove Int	LOM	251 17.0	2500								
	Ridgewood Int.	LOM	159 17.0	2500								
	Flatbush Rbn (Final)	LOM	043 7.0	1500								
	Colts Neck VOR	Flatbush Rbn	032 23.0	1500								
Procedure No. 2* (Using back crs La-Guardia ILS and New Rochelle MHW-RWC) Effective date: 4/1/54	Port Chester Int.	RWC MHW	223 14.0	1500	W side NE crs 043 outbnd 223 inbnd 1500-within 10 mi	No glide slope final approach altitudes and distances to rnwy 22 RWC MHW 1000' 8.9 miles La Guardia LFR 800' 3.2 miles.			T-dn C-dn S-dn 22 ILS ADF A-dn	300-1 600-1 500-1 600-1 800-2	300-1 600-1.5 500-1 600-1.5 800-2	3.2 mi. after passing LGA LFR... climb to 1500' (or higher altitude when requested by ATC) on SW crs La Guradia ILS or LFR. LaGuardia LFR must be monitored during ADF approach.
	Ridgewood Int.	"	109 16.0	1900								
	La Guardia LFR	"	043 6.0	1500								
	Port Chester FM (Final)	"	223 10.0	1000								
	Glen Cove Int.	"	305 8.0	1500								

*SPECIAL NOTE: The above procedures and airport minimums do not provide standard clearance over the following obstructions:
422' tank 2.0 mi N of airport
968' bldg. 4.0 mi W of LOM
299' tower 1.7 mi SW of airport
930' broadcast tower 10.0 mi NW of range station
Empire State Bldg 3.8 mi W of LOM
578' bldg 3.0 mi SW of LOM
383' bridge towers 2.2 mi NE of airport.

NEW YORK, N.Y. New York Intn'l Arpt 12 ILS IDL OM cont. dashes (OM at IDL LFR site) Procedure No. 1 Effective date: 1/4/54	Scotland Int. (Final)	OM	042 11.0	1000	S side SW crs ILS 222 outbnd 042 inbnd 1200- within 10 mi of OM	1000	770 2.9	230 0.6	T-dn C-dn S-dn 4 A-dn	300-1 500-1 400-0.75 800-2	300-1 600-1.5 400-0.75 800-2	Climb to 500' on NE crs ILS, make a climbing right turn to 130° intersecting SW crs Mitchel LFR. Continue climb to 1500'(or at a higher altitude when requested by ATC) outbnd on SW crs Mitchel LFR CAUTION: 278' stack 1.7 mi SSE of Runway 1R.
	Colts Neck VOR	ILS SW crs	063 16.0	1400								
	Radar terminal area transitions all directions		within 25 mi	2500								
	E of NE/SW crs LGA LFR		within 15 mi	1500								
PROCEDURE NO. 2 Premised on use of back crs ILS and Elmont FM Effective date: 1/4/54	Glen Cove Rbn Final	Elmont FM	222 11.0	1500 1000	*E side NE crs ILS 042 outbnd 222 inbnd 1500-within 10 mi	1000 over Elmont FM on Final	No glide path 4.6 mi from Elmont FM		T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Climb to 1200' (or higher altitude when requested by ATC) on SW crs ILS. *Procedure turn conducted E to avoid LaGuardia traffic.
	Idlewild LFR	Elmont FM	042 9.0	1500								
	Radar terminal area transitions all directions		within 25 mi	2500								
	E of NE/SW crs LGA LFR		within 15 mi	1500								
NIAGARA FALLS, N.Y. Niagara Airport 590 ILS GFS LOM GF LMM FS Procedure No. 1 Comb: ILS- ADF Effective date: 3/1/54	Buffalo VOR	LOM	330 16.0	2000	N side crs 098 outbnd 278 inbnd 1800-within 10 mi of LOM	ILS 1800 ADF 1300	1755 4.6	805 0.7	T-dn C-dn S-dn 28R ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.6 miles after passing LOM (ADF)...climb to 2000' (or higher altitude when directed by ATC) on W crs ILS or brg 278° from LOM within 25 miles.
	Wolcottsville FM	LOM	286 14.0	1800								
	Int. ILS E crs & NE crs Buffalo	LOM	278 16.0	1800								
	Buffalo LFR	LOM	338 12.0	2000								
	Int. SE crs Toronto & brg 223°	LOM	223 4.0	1800								
NORFOLK, VA. Norfolk Airport 26 ILS - ORK LOM - OR Procedure No 1 Comb: ILS - ADF Effective date: 2/8/54	Norfolk LFR	LOM	224 0.9	1400	S side SW crs 224 outbnd 044 inbnd 1400 - within 5 mi of LOM	ILS 1400 ADF 900 over LOM	1050 4.20	220 0.6	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Turn right and climb to 1400' on SW crs of ILS, or track of 224° (ADF) CAUTION. Maintain at least 700' until after passing Norfolk LFR due to 380' to wer 1.7 mi SE of LFR.
	Int. SW crs ILS & S crs Langley LFR	LOM	044 7.0	1400								
	Int. SW crs Norfolk LFR & S crs Langley LFR (ADF Final)	LOM	044 7.0	900								
OAKLAND, CALIF. Oakland Airport 5 ILS - OAK Procedure No. 1 Effective date: 3/17/54	Newark FMHW	Hayward MHW	339 7.0	2590	#S side E crs 095 outbnd 275 inbnd 3500 -within 10 mi of HWD MHW	2590	HWD MHW 2590 9.4 OM 1320 4.72	230 0.66	T-dn C-dn S-dn 27R A-dn	300-1 500-1 400-0.75 800-2	300-1 600-1.5 400-0.75 800-2	Climb to 2000' on NW crs OAK LFR within 15 miles or to 2000' on 310° radial from OAK VOR within 15 mi. (Richmond Int.) All maneuvering W of crs. Missed or aborted approaches must cross OAK LFR or VOR at not above 1500'. *These transitions authorized day on top only. #Procedure turn on OAK LFR or VOR transition only. Upon completion of procedure turn and transition to lclzr crs inbnd, descent from glide path interception is authorized to cross Hayward MHW at 2590'. Deviation from standard terrain clearance authorized in missed approach altitude.
	OAK LFR	"	099 11.0	3500								
	OAK VOR	"	094 12.0	3500								
	Baypoint FM*	"	167 24.0	6000								
	Altamont Int.*	"	227 21.0	5000								
	Decoto Int. (Int. of 113° radial from OAK VOR and 333° radial from SFO VOR)	"	333 7.0	2590								
	SFO LOM	Newark MHW	075 13.0	4000								
	SFO LFR	"	078 16.0	400								
	SFO VOR	"	329 12.0	3500								
	Altamont Int.	"	212 25.0	5000								
	NUQ LFR	"	342 13.0	3500								
ORLANDO, FLA. Orlando Airport 115 ILS- ORL LOM- OR Procedure No. 1 Comb: ILS - ADF Effective date: 2/11/54	Orlando LFR	LOM	166 7.0	1300	N side crs 130 outbnd 310 inbnd 1300-within 25 mi	ILS 1300 ADF 1300 over LOM	1300 4.8	340 0.68	T-dn C-dn S-dn 31 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1600' on NW crs of ILS or 310° track from LOM within 25 miles. NOTE: No approach lights.
	Oviedo FM	LOM	197 15.0	1300								
	Orlando VOR	OM	128 5.0	1300								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ'S IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO	TRANSITION TO ILS FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: I'' SIDE OF FINAL APCH CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY. AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
PENDLETON, OREG. Pendleton Airport 1493 **ILS - PDT** Procedure No. 1 Effective date: 12/23/53	PDT-VOR	LOM	069 10.0	4000	N side of crs 069 outbnd 249 inbnd 3000-within 5 mi of LOM 4500-within 10 mi of LOM (NA 15, 20 & 25)	2750	2750 4.7	1725 0.7	T-dn C-dn S-dn rnwy25 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to 4000' on W crs of PDT LFR or on 233° outbnd crs on PDT-VOR within 25 miles of respective stations. *After intercepting glide path at 4500' descent to cross the outer marker inbnd at 2750' is authorized. NOTE: No approach lights installed
	PDT-LFR	LOM	062 3.0	4000								
	Athena Int.	LOM	234 11.0	4000								
	Cabbage Hill FM	LOM	294 10.0	4800								
	Athena Int to Int S crs ALW LFR and E crs ILS		182 3.5	4500								
	Int. S crs ALW, LFR & E crs ILS (Final)	LOM	249 10.0	* 4500								
PITTSBURGH, PA. Allegheny County Airport 1252 **ILS - PIT** **RBN-MKP** Procedure No. 1 Comb: ILS - ADF Effective date: 12/8/53	Pittsburgh Range	ILS OM	91 8.0	2600	N side E crs 95 outbnd 275 inbnd 2600-within 10 mi	ILS 2600 * ADF 2600 over MKP Rbn	2510 4.7	1460 0.7	T-dn C-dn S-dn 28 ILS ADF A-dn ILS ADF	300-1 500-1 400-0.75 500-1 800-2 1000-2 BCOB	300-1 500-1.5 400-0.75 500-1 800-2 1000-2 BCOB	Climb to 2500' proceeding to Cecil Rbn. *Approaches may also be conducted from McKeesport Rbn. Glide path altitude on final approach over McKeesport 3000'
	McKeesport Rbn	ILS OM	275 1.5	2600								
	Int SE crs PIT & NE crs MGW	McKeesport Rbn	322 17.0	2500								
	New Alexandria FM	McKeesport Rbn	263 23.0	2600								
PITTSBURGH, PA. Greater Pittsburgh Airport 1188 **ILS - GPB** **MHW - UNE** Procedure No. 1 Comb: ILS - ADF Effective date: 1/19/54	Pittsburgh LFR	Union MHW	308 10.6	2600	E side SE crs ILS 141 outbnd 321 inbnd 2600-within 10 mi of Union MHW (NA beyond 10 mi)	ILS 2500 ADF 2100 over Union MHW	2495 4.7	1415 0.7	T-dn C-dn S-dn 32 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.7 mi after passing Union MHW. Make a climbing left turn, climb to 2500' (or higher altitude when requested by ATC) and proceed to Clinton Rbn.
	Pittsburgh VOR	"	336 12.0	2600								
	McKeesport MHW	"	291 19.0	2700								
	River MHW	"	226 5.0	2600								
	Clinton MHW	"	119 10.0	2600								
	Cecil MHW	"	013 8.0	2600								
	Butler MHW	"	214 21.0	2900								
	Radar terminal area transition altitudes	"	All sectors within 10 2500 10-40 3000 or MEA when lower									
MHW - RER Procedure No. 2 Comb: ILS - ADF Effective date: 1/19/54	New Alexandria MHW	River MHW	280 36.0	3000	N side E crs ILS 097 outbnd 277 inbnd 2900-within 10 mi (NA beyond 10 mi)	2400 over River MHW	No glide path 6.5	0.7	T-dn C-dn S-dn 28 ILS ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1.5 400-1 500-1 800-2	6.5 miles after passing River MHW climb to 2500' (or higher altitude if directed by ATC) on W crs ILS or 277° crs to Clinton Rbn.
	Butler MHW	"	210 16.0	2900								
	McKeesport MHW	"	306 18.0	2900								
	Pittsburgh LFR	"	336 11.0	2900								
	Pittsburgh VOR	"	356 14.0	2900								
	Cecil MHW	"	028 12.0	2900								
	Clinton MHW	"	097 13.0	2900								
	Radar terminal area transition altitudes	"	All sectors within 10 2500 10-40 3000 or MEA when lower									
MHW - GHW Procedure No. 3 (back course) Comb: ILS - ADF Effective date: 1/19/54	Bergholtz MHW	Clinton Rbn	100 33.0	2500	S side crs 277 outbnd 097 inbnd 2500- within 10 mi of Clinton MHW	No glide slope No outer marker No middle marker Minimum altitude over Clinton MHW inbound 2000' Distance and bearing to Runway 10 4.6 96			T-dn C-dn S-dn 10 ILS ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1.5 400-1 500-1 800-2	Within 4.6 mi. After passing Clinton MHW, climb to 2900' (or higher altitude when requested by ATC) on E crs of ILS or 097° crs to River MHW.
	River MHW	"	277 13.0	2500								
	Pittsburgh LFR	"	303 21.0	2500								
	Midland Int.(NW crs of Pittsburgh LFR & Wheeling VOR radial 20°)	"	160 13.0	2500								
	Butler MHW	"	239 24.0	2500								
	Cecil MHW	"	332 14.0	2500								
	Radar terminal area transition altitudes	"	All sectors within 10 2500 10-40 3000 or MEA when lower									
POCATELLO, IDAHO Phillips Field 4448 **ILS - PIH** **LOM - PI** Procedure No. 1 Comb: ILS - ADF Effective date: 12/20/53	PIH VOR	LOM	029 9.0	7000	NW side of NE crs 027 outbnd 207 inbnd 7000-within 15 mi of PIH LOM. (NA 20 and 25 mi)	ILS 7000 ADF over LOM 6300	5610 4.3	4660 0.7	T-dn C-dn ILS ADF C-n ILS ADF S-dn rnwy 21 ILS A-dn	300-1 500-1 600-1 500-2 600-2 400-0.75 800-2	300-1 600-1.5 600-1.5 600-2 800-2 400-0.75 800-2	Climb to 6500' on W crs PIH LFR or on 234° outbnd crs from PIH VOR within 25 mi of respective stations. Alternate missed approach. When directed by ATC, turn right, climb 7500' on N crs PIH LFR or on 335° outbnd crs from PHI VOR within 25 mi of respective stations. Note: No approach lights installed. 6100' msl terrain located 9 mi E of LOM; 5000' msl terrain located 3 mi. southeast of airport.
	PIH LFR	LOM	024 6.0	7000								
	Int. NE crs ILS & S crs IDA LFR	LOM	207 5.0	7000								
	Int. NE crs ILS (027° brg from LOM for ADF) and S crs IDA LFR	LOM	207 5.0	7000								
PROVIDENCE, R.I. Green Airport 56 **ILS - PVD** Procedure No. 1 Effective date: 4/1/54	Providence LFR	LOM	218 3.0	1600	W side SW crs 226 outbnd 046 inbnd 1600-within 10 mi (NA beyond 10 mi)	1600	1610 6.2	240 0.6	T-dn C-dn S-dn 5R A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to 1000' on crs of 046° then make a climbing right turn and return to Providence LFR at 1700' Alternate missed approach (when directed by ATC) climb to 2700' on SW crs Squantum LFR. Deviation from standard authorized in procedure turn which is conducted W to provide separation from traffic at Quonset Point NAS.
	Wyoming Int.	ILS SW crs	86 0.8	1600								
	Moosup Int.	LOM	115 18.0	1600								
	Wyoming FM (Final)	LOM	046 9.0	1600								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
READING, PA. General Spaatz Arpt 343 ILS - RDG LOM- RD Procedure No. 1 Comb: ILS-ADF Effective date: 4/2/54	Int. SW crs Allentown LFR and N crs ILS or 181° crs to LOM	LOM	181 4.0	2500	E side S crs 181 outbnd 001 inbnd 2100-within 10 mi	ILS 2100 ADF 1600 over LOM	1540 4.3	535 0.5	*T-dn C-dn ILS C-dn ADF S-dn 36 ILS ADF A-dn	300-1 600-2 1000-2 500-1 1000-2 1000-2	300-1 800-2 1000-2 500-1 1000-2 1000-2	4.3 miles after passing LOM (ADF) climb to 2500' on crs 001° from LOM within 10 miles. *Take-off on runways 18 and 13, make right turn as soon as practical to avoid towers 1510' and high terrain 3.0 miles SE.
RICHMOND, VA. Byrd Airport 167 ILS-RIC LOM-RI Procedure No. 1 Comb: ILS-ADF Effective date: 4/1/54	Flat Rock VOR	ILS SW crs	120 20.0	1500	S side SW crs 243 outbnd 063 inbnd 1500-within 10 mi	ILS 1500 ADF 900 over LOM	1370 4.4	370 0.7	T-dn C-dn S-dn 6 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 miles after passing LOM (ADF)...climb to 1500 on crs of 063° within 10 mi of LOM; alternate procedure (when directed by ATC) make a left climbing turn to 1500' on N crs Richmond LFR.
	Flat Rock VOR	ILS LOM	106 24.0	2000								
	Richmond LFR	ILS LOM	265 3.0	1500								
	Int. N crs Richmond LFR and SW crs ILS	ILS LOM	243 3.5	1500								
	Chester FM	ILS SW crs	010 6.0	1500								
	Chester FM	ILS LOM	020 7.5	1500								
	Manakin Rbn	ILS LOM	130 20.0	2000								
ROCHESTER, N.Y. Monroe County Arpt 558 ILS - ROC LOM - RO LMM - OC Procedure No. 1 Comb: ILS- ADF Effective date: 1/1/54	Rochester IFR	LOM	76 4.0	2000	N side E crs 097 outbnd 277 inbnd 2000' within 10 mi of LOM	ILS 2000 ADF 1500 over LOM	2100 5.1	793 0.6 %	T-dn C-dn S-dn 28 ILS* ADF % A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 600-1.5 800-2	Within 5.1 mi after passing LOM... climb to 2000' on W crs of ROC LFR. %Minimum altitude over LMM when executing ADF approach 130 *CAUTION: Glide path provides approximate 207' clearance over smoke stack 742' located 3.8 mi W of the LOM.
	Rochester VOR	LOM	96 6.0	2000								
	Int. S crs ROC & E crs BUF	LOM	47 8.0	2000								
	Int E crs ROC & W crs SYR	LOM	313 10.0	2000								
ROCK SPRINGS, WYO. Rock Springs Arpt 6752 ILS - RKS Procedure No. 1 Effective date: 1/18/54	RKS LFR	outer mrkr	090 1.5	9200	N side E crs 074 outbnd 254 inbnd 9200-within 5 mi of OM	8700	7850 4.5	6950 0.7	T-dn C-d C-n S-dn rnwy 25 A-dn	300-1 500-1 500-2 *400-0.75 800-2	300-1 500-1.5 500-2 400-0.75 800-2	Climb to 10,000' on W crs RKS LFR. Notes: *When glide slope or approach lights are inoperative circling approach minimums apply.
	Int. E crs ILS and W crs RKS LFR	outer mrkr	074 4.5	9200								
	Point of Rocks FM	E crs ILS	235 7.0	9200								
	RKS VOR	E crs ILS	062 2.5	9200								
ST. LOUIS, MO. Lambert Field 558 ILS - STL ADF-LOM ST Procedure No. 1 Comb: ILS-ADF Effective date: 1/2/54	St. Louis VOR	ILS LOM	109 12.0	1800	N side NE crs 058 outbnd 238 inbnd ILS 1800 within 5 mi ADF 1900 within 25 miles	ILS 1800 ADF Min alt over LOM on final 1300	1817 4.2	750 0.64	T-dn C-dn S-dn rnwy 24 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.2 miles...ILS climb to 2000' on SW crs of ILS within 25 mi. ADF climb to 2000' on crs of 238° within 25 miles. CAUTION: Tank 773' msl 0.4 mi E of range stn. Do not descend below 1100' until passing abeam range stn.
	Alton Int	ILS LOM	238 8.0	1800								
	Beaufort Int via SW crs STL ILS	ILS LOM	058 56.0	3000								
	STL LFR	ILS NE crs	035 1.5	1800								
	Jerseyville Int	ILS LOM	159 22.0	1800								
	Woodriver Int.	ILS NE crs	285 3.5	1800								
	Lake "H"	ILS LOM	058 10.0	2000								
ILS STL Lake HW Ident: LAQ Procedure No. 2 Comb: ILS-ADF Effective date: 1/2/54	St. Louis LFR	Lake "H" or Creve Int. #	243 8.0	2000	S side SW crs 238 outbnd 058 inbnd 2100-within 25 mi	No glide slope	1500 4.4	No Middle Marker	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.4 miles. climb to 1800' on crs of 058° within 25 mi of Lake "H" or when directed by ATC climb to 2100' on S crs STL LFR within 25 miles, or climb to 2000' on crs of 312° to STL VOR or make left turn climb to 2000' on 238° crs to Lake "H". #Creve Intersection authorized only when aircraft equipped to received VOR and ILS simultaneously.
	St. Louis VOR	"	165 10.0	2000								
	ILS LOM	"	238 10.0	2000								
	St. Peters FM	"	122 9.0	2000								
	Maryland Int (final)	"	058 3.0	1500								
	Int. S crs STL LFR & 315° brg on Lake "H"	"	315 15.0	2100								
	Beaufort Int. via SW crs ILS	"	058 45.0	3000								
								Over Lake "H". Facility or Creve Intersection (#) 700 above mar(1)(1)				
SEATTLE, WASH. Seattle-Tacoma Intn'l Airport 416 ILS - SEA LOM - SE Procedure No. 1 Comb: ILS- ADF Effective date: 1/29/54	SEA LFR	LOM	175 9.0	2000	E side of S crs 158 outbnd 338 inbnd 2000-within 9 mi (NA 10, 15, 20 & 25 miles)	ILS 1700 ADF 1600	1590 4.7	585 0.6	T-dn C-dn S-dn rnwy 34 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.7 miles after passing LOM (ADF) climb to 2000' on NW crs SEA LFR or on 338° outbnd crs from SEA VOR within 25 miles of respective stations. CAUTION: Terrain and trees 500' msl located immediately N of arpt. 720' twr located 9.5 mi S of LOM.
	SEA VOR	LOM	158 5.0	2000								
	Vashon Int.	LOM	098 9.0	2000								
	Hobart FM	LOM	237 17.0	4000								
	TCM LFR	LOM	356 25.0	2000								
	TCM LFR to int S crs ILS (338° brg to LOM for ADF) & 005 outbnd bearing from TCM LFR		005 17.0	2000								
	Int S crs ILS (338° brg to LOM for ADF)& 005° outbnd brg from TCM LFR (final)	LOM	338 9.0	ILS 1700 ADF 1600								
SIOUX CITY, IOWA Sioux City Airport 1097 ILS - SUX LOM-SU Procedure No. 1 Comb: ILS - ADF Effective date: 3/30/54	Sioux City LFR	LOM	112 3.0	2400	E side SE crs 127 outbnd 307 inbnd 2400-within 25 mi	ILS 2200 ADF 2200	2216 4.6	1293 0.7	T-dn C-dn S-dn 31 ILS ADF A-dn	300-1 600-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	4.6 miles after passing LOM (ADF) climb to 3000' on NW crs ILS within 25 mi of LOM or when directed by ATC, turn left and climb 3000' on W crs SUX-LFR within 25 miles. CAUTION: Terrain 1318' msl 1.5 miles ENE of airport.
	Sioux City VOR	LOM	083 0.7	2400								
	Sloan FM	LOM	351 7.0	2400								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) / ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
SOUTH BEND, IND. St. Joseph County Arpt 778 ILS- SBN Procedure No. 2 (back crs apch) Effective date: 3/30/54	South Bend LFR	Int* or Int**	002 1.0	2000	N side of W crs 268 outbnd 088 inbnd 2100-within 10, 15, 20, 25 miles	No glide slope 1500' over Int* or Int**	No OM 1500' 3.1 from over Int* or Int**	No MM	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.1 miles. . .climb to 2000' on E crs SBN-LFR within 25 mi. * Intersection W crs SBN ILS and N crs SBN LFR **Intersection W crs SBN ILS and 35° crs to SBN VOR. Authorized only when aircraft equipped to receive ILS & VOR simultaneously.
	South Bend LOM	"	268 8.0	2000								
	South Bend VOR	"	215 5.0	2000								
	Int E crs ILS and E crs SBN LFR	"	268 4.0	2000								
	Int W crs ILS and W crs South Bend LFR	"	88 6.0 (final)	1500								
	New Carlisle FM (via W crs SBN ILS)	"	88 10.0 (final)	1500								
SYRACUSE, N.Y. Hancock Airport 419 ILS - SYR LOM - SY LMM - YR Procedure No. 1 Comb: ILS-ADF Effective date: 4/1/54	Syracuse LFR	LOM	099 13.0	1900	N side E crs 098 outbnd 278 inbnd 1600 within 10 mi	ILS 1600 ADF 1100 over LOM	1535 4.4	635 0.7	T-dn# C-dn S-dn 28 ILS ADF A-dn	300-1 700-1 400-0.75 700-1 800-2	300-1 700-1.5 400-0.75 700-1 800-2	Within 4.4 miles after passing LOM (ADF)...climb to 2000' on W crs ILS or crs of 278° within 25 mi of LOM. #600-1 required for take-off to SE. CAUTION: 833' radio mast 1.3 mi SE of airport.
	Syracuse VOR	LOM	121 10.0	1900								
	Int E crs Syracuse and SW crs Utica (Final)	E crs ILS	310 13.0	2500								
	Int E crs Syracuse and brg 335° to LOM	LOM	335 3.5	1900								
Back course ILS Localizer Procedure No. 2 Effective date: 4/1/54	Int. S crs Syracuse LFR and W crs ILS (Final)	Liverpool Int.*	098 3.7	1400	S side W crs 278 outbnd 098 inbnd 2000-within 10 mi *Liverpool Int	No glide slope or markers. Minimum altitude over Liverpool Int. 1400'. Crs and distance to approach end of rnwy 098° 4 miles. Descent to indicate landing minimums authorized after passing Liverpool Int.			T-dn C-dn S-dn 10 A-dn	300-1** 700-1 500-1 800-2	300-1 ** 700-1.5 500-1 800-2	Within 4 mi after passing Liverpool Int...make a climbing left turn to 2000' returning to Syracuse LFR. Alternate missed approach (when directed by ATC). Climb to 3000' on E crs ILS. *Int W crs Syracuse ILS and 190° radial from Syracuse VOR. **600-1 required for take-off to the SE. This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.
	Syracuse VOR	W crs ILS	235 6.0	1700								
	Int W crs ILS & 235° radial from Syracuse VOR (Final)	Liverpool Int.*	098 4.0	1400								
	Syracuse LFR	W crs ILS	180 0.5	2000								
TOPEKA, KANSAS Philip Billard Arpt 880 ILS - TOP LOM - 304 Procedure No. 1 Comb: ILS-ADF Effective date: 2/8/54	Forbes LFR	MHW at OM	357 15.0	2400	N side crs 305 outbnd 125 inbnd 2200-within 5 mi MHW at OM	ILS 2200 ADF 2200	2034 4.5	1077 0.67	T-dn C-dn S-dn 12 ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Climb to 2400' on SE crs ILS within 15 miles or when directed by ATC, turn left climb to 2400' on NE crs of Forbes LFR within 25 miles.
	Int. 252° brg to SLN VOR & NW crs Forbes LFR	"	71 16.0	2400								
	Topeka VOR	"	251 7.0	2200								
TULSA, OKLA. Tulsa Airport 674 ILS- TUL LOM - TU Procedure No. 1 Comb: ILS-ADF Effective date: 2/1/54	Int SE crs TUL-LFR & 250 brg on LOM	LOM	250 9.0	2200	E side 174 outbnd 354 inbnd 2400-within 25 mi	ILS 2400 ADF 2400 over LOM	2350 6.1	880 0163	T-dn C-dn* S-dn* 35R ILS ADF A-dn*	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 2000' on NE crs. of TUL-LFR or 056° crs from TUL-VOR within 25 miles. *CAUTION: Deviation from criteria authorized in obstruction clearance over 1100' msl twr located 2.3 mi NW of LOM
	TUL-VOR	OM	165 13.0	2200								
	TUL-LFR	LOM	183 8.0	2200								
	Red Fork FM	LOM	077 10.0	2400								
	Skiatook FM	LOM	140 23.0	2200								
	Verdigris River FM	LOM	211 16.0	2200								
WHEELING, W.VA. Ohio County Airport 1195 ILS - HLG LOM - HL LMM - LG Procedure No. 1 Comb: ILS- ADF Effective date: 11/27/53	Old Concord Int. (Int 44° brg to PIT LFR & NW crs MGW LFR)	LOM	292 19.0	2600	E side crs 210 outbnd 030 inbnd 2600 within 10 mi	2100 over LOM	No glide slope 4.6	0.72	T-dn C-dn S-dn 3 ILS ADF A-dn ILS ADF	300-1 600-1 500-1 500-1 800-2 1000-2 (BCOB)	300-1 700-1.5 500-1 500-1 800-2 1000-2 (BCOB)	Within 4.6 mi. .make climbing left turn return to LOM climbing to 2600' or higher altitude if directed by ATC. Note: Night operations on rnwy 9/27 and take-offs on rnwy 9 not authorized for air carrier aircraft over 12,500 lbs gross weight. Procedure not premised on use of glide path.
	HLG VOR	LOM	215 11.5	2600								
WHITE PLAINS, N.Y. Westchester County Airport 441 ILS - HPN LOM - HP Procedure No. 1 Comb: ILS- ADF Effective date: 4/1/54	Int S crs Poughkeepsie and NW crs ILS	LOM	162 17.0	2000	W side NW crs 342 outbnd 162 inbnd 2000-within 10 mi	ILS 2000 ADF 1500 over LOM	1975 5.6	630 0.5	T-dn C-dn S-dn 16 ILS ADF A-dn	300-1 500-1 400-0/75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	5.6 miles after passing LOM (ADF) make left climbing turn to 2000' return to outer marker. Alternate missed approach (when requested by ATC) make left climbing turn to 2000' to Wilton VOR on track of 060°.
	New Rochelle Rbn	LOM	016 18.0	2000								
	Paterson Rbn	LOM	068 24.0	2000								
	Wilton VOR	LOM	260 17.0	2000								
WILKES-BARRE, PA. Wilkes-Barre-Scranton Airport 956 ILS - AVP Crystal Lake MHW - CYE Procedure No. 1 Effective date: 4/1/54	Wilkes-Barre-Scranton VOR	CYE MHW*	234 25.0	3500	E side SW crs 222 outbnd 042 inbnd 3500-within 10 of Crystal Lake MHW	3500 over Crystal Lk MHW	2250 4.5 Crystal Lake MHW	1180 0.7 Crystal Lake 10	# T-dn C-d C-n S-dn 4 A-d A-n	600-1 900-1.5 1300-2 600-2 1200-2 1600-3	600-1 1000-2 1300-2 600-2 1200-2 1600-3	Make a climbing left turn and climb to 4000' on SW crs Wilkes-Barre-Scranton LFR. This procedure is predicated on the reception of the Crystal Lake MHW and ILS glide path. #Take-off minimums for runway 10 and 16; day 600-2; night 800-2. Note: high terrain to E, SE and S of airport within 3 miles. *Crystal Lake MHW.
	Int. E crs Wilkes-Barre Scranton LFR / SW crs ILS	"	222 11.0	3500								
	Wilkes-Barre-Scranton LFR	"	199 8.0	3500								
	Int E crs Williamsport and SW crs Wilkes-Barre Scranton LFR	"	100 10.0	3500								
WILMINGTON, DEL. New Castle County Airport 79 ILS - ILG LOM - IL Procedure No. 1 Comb: ILS- ADF Effective date: 4/1/54	New Castle LFR	LOM	189 3.5	1500	E side S crs 193 outbnd 013 inbnd 1600-within 10 mi	ILS 1600 ADF 1000 over LOM	1600 6.9	295 0.7	T-dn C-dn S-dn 1 ILS ADF A-dn	300-1 500-1.5 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 6.0 miles after passing LOM (ADF).. make climbing left turn and climb to 1500' on crs of 193° within 10 miles of LOM. CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1500' until S of Wilmington LFR.
	West Chester VOR	ILS LOM	181 24.0	1900								
	Hartly Int.	LOM	019 28.0	1500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
WINDSOR LOCKS, CONN Bradley Field 173 ILS - BDL LOM - BD Procedure No. 1 Comb: ILS-ADF Effective date: 2/13/54	Int NW crs Hartford & SW crs ILS or brg 058°	LOM	058 3.5	2500	S side SW crs 238 outbnd 058 inbnd 2300-within 10 mi	ILS 2300 ADF 1700 over LOM	1650 5.2	415 0.7	T-dn C-dn S-dn 6 ILS ADF A-dn	300-1 700-1.5 400-0.75 500-1 800-2	300-1 700-1.5 400-0.75 500-1 800-2	Within 5.2 mi. after passing LOM (ADF)...climb to 2500' on NE crs ILS or 058° track on LOM. Alternate missed approach procedure when requested by ATC: make a climbing right turn to LOM at 2500'. Deviation from criteria authorized in straight-in landing minimums. Standard clearance not provided over ridge approx. 1 mi N of OM. CAUTION: Unlighted hills 2 3/4 mi NW of airport approx 768' msl.
	Int E crs Westfield & NE crs ILS or brg 258°	LOM	238 19.0	2500								
	Int S crs Westfield & SW crs ILS or brg 058°	LOM	058 3.5	2500								
WORCESTER, MASS. Worcester Airport 1009 ILS - ORH LOM - OR Procedure No. 1 Comb: ILS-ADF Effective date: 4/1/54					E side SE crs 152 outbnd 332 inbnd 2300-within 10 mi (NA beyond 10 mi)	ILS 2300 ADF 1500 over LOM	2290 4.6	1230 0.6	T-dn C-dn S-dn 33 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 0.0 miles after passing LOM (ADF)...immediately make left climbing turn to 2400' on SE crs ILS or brg 152° from LOM within 10 mi.
YOUNGSTOWN, OHIO Youngstown Airport 1196 ILS - YNG LOM - YN Procedure No. 1 Comb: ILS- ADF Effective date: 12/21/5[illegible]	Int 56° crs to Youngstown VOR & 100° brg to LOM	LOM	100 14.0	2600	N side SE crs 139 outbnd 319 inbnd 2600' within 10 mi	ILS 2600 ADF 2100 over LOM	2580 5.4	1375 0.7	T-dn C-dn S-dn 32 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 5.4 mi after passing LOM (ADF)..climb to 2500' on NW crs ILS or on brg 319° from LOM, make right turn and proceed to Youngstown LFR.
	Int E crs Youngstown LFR or 286° crs to Youngstown VOR & brg 236° to Youngstown LOM	LOM	236 10.0	2600								
	Youngstown VOR	LOM	161 10.0	2600								
	Youngstown LFR	LOM	158 9.0	2600								
	Int S crs Youngstown LFR and brg 050° to Youngstown LOM	LOM	50 5.0	2600								
Procedure No. 2 (back crs) Effective date: 2/1/54	Youngstown LFR	Mosquito Int.	281 4.5	2200	W side NW crs 319 outbnd 139 inbnd 2200' within 10 mi of Mosquito Int. (NA beyond 10 mi)	No glide slope No outer marker No middle marker Minimum altitude at Mosquito Int inbnd 2000'. Distance from Mosquito Int to Runway 32, 5 .0 miles.			T-dn C-dn S-dn 14 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.0 miles of Mosquito Int... climb to 2500' on SE crs ILS within 10 miles. Note: Mosquito Int. Int NW crs Youngstown ILS & W crs Youngstown LFR or/and Int. of Youngstown VOR radial 268° and NW crs Youngstown ILS.
	Parkman Int.	"	101 19.0	2200								
	Int NW crs Youngstown ILS & S crs Youngstown LFR	"	319 6.0	2200								
BOSTON, MASS. Logan Airport 19 ILS - BOS LOM- BO Procedure No. 1 Comb: ILS-ADF Effective date: 4/29/54	Boston LFR	LOM	217 9.0	1800	S side SW crs 215 outbnd 035 inbnd 1800' within 10 mi	ILS 1800 ADF-1300 over LOM #Point of touchdown approximately 3500' in from approach end of runway to allow clearance of ship channel.	1775 5.7	220 0.1	T-dn C-dn* S-dn 4R ILS# ADF* 4R, 4L A-dn	300-1 600-1 400-0.75 600-1 800-2	300-1 600-1.5 400-0.75 600-1 800-2	5.7 mi after passing LOM (ADF) climb to 1300' on NE crs ILS or crs 035° from LOM within 15 mi or (when directed by ATC) make a climbing right turn to 1500' on E crs Boston LFR.
	East Boston Int.	LOM	267 19.0	1500								
	Franklin Int.	ILS SW crs or crs 035 to LOM	085 14.0	1800								
	Bedford MHW	LOM	152 18.0	1700								
	Radar terminal area transitions		within 25	1800								
Procedure No. 2 (Premised on use of back crs ILS and Revere Int. ADF apch NA for Procedure 2.) Effective date: 4/29/54	Peabody Int. (Final)	ILS N crs	215 0.0	1300 800	W side N crs 035 outbnd 215 inbnd 1500' within 10 of Revere Int.	No glide path or Marker 800 over Revere Int. 5.0 from Revere Int.			T-dn C-dn* S-dn 22L A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 5.0 mi after passing Revere Int, climb to 1800' on SW crs Boston ILS within 15 mi from Revere Int. (Int E crs Bedford ILS and N crs Boston ILS or LFR)
	Radar terminal area transitions		within 25	1800								
All fixes may be determined and supplemented by surveillance radar. *CAUTION: Standard clearance not proved over 370' stack southwest of airport.												
INDIANAPOLIS, IND. Weir Cook Airport 798 ILS- IND LOM - IN Procedure No. 1 Comb: ILS-ADF Effective date: 4/20/54	Clayton FM	SW crs ILS	105 8.0	1900	S side of SW crs 224 outbnd 044 inbnd 1900' within 15 mi	ILS 1900 ADF 1400	1903 4.3	1049 0.9	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.3 miles (ADF) after passing LOM, climb to 2300' on E crs of IND-LFR to Greenfield Int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 25 miles. 2. Make left turn, climb to 1900' and proceed to LOM. *2300' between brg clockwise of 280° and 120° within 20 miles. *2200' between brg clockwise of 120° and 280° within 20 miles.
	Clayton FM (ADF)	LOM	084 10.3	1900								
	Indianapolis LFR	SW crs ILS	193 4.0	1900								
	Indianapolis LFR (ADF)	LOM	176 2.8	1900								
	Int E crs IND-LFR & SW ILS crs or 224° brg to LOM	LOM	224 5.5	1900								
	Int S crs IND-LFR & SW crs ILS or 224° brg to LOM	LOM	224 0.3	1900								
	Radar transitions within 24 mi as directed by ATC			*2300 *2000								
	Int of 25° crs IND-VOR, SW crs ILS (Final)	LOM	044 16.5	1900								
ILS- IND Back crs ILS combined with radar Procedure No. 2 Effective date: 4/20/54	Radar terminal area transition altitude	back crs ILS	all directions within 20 mi	2300	N side of NE crs 044 outbnd 224 inbnd 2300' within 20 mi	No glide slope	No OM	No MM	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	On final approach within 5.0 mi after passing 5 mi radar fix, make right turn, climb to 2000' on W crs IND-LFR within 15 mi, or as directed by ATC as follows: 1. Climb to 2100' on NW crs within 25 miles of station. 2. Climb on SW crs ILS to 1900', proceed to LOM. CAUTION: This procedure not authorized when ASR inoperative. Do not descend below 1800' msl until radar controller has advised passing 5 mile radar fix.
	Radar terminal area transition altitude at radar fix indicated. (Final)	Apch end rnwy 22	224 10.0	2300								
	Radar terminal area transition altitude at radar fix indicated. (final)	Apch end rnwy 22	224 5.0	1800								
ILS- IND back crs ILS utilizing VOR-fix Procedure No. 3 Effective date: 4/20/54	Indianapolis LFR	SW crs ILS	074 4.0	2300	N side NE crs 044 outbnd 244 inbnd 2300' within 25 mi	No glide slope	No OM	No MM	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.0 miles after passing River Int, make right turn, climb to 2000' W crs IND-LFR within 15 miles, or as directed by ATC as follows: 1. Climb to 2100' on NW crs of IND-LFR within 25 miles of station. 2. Climb on SW crs ILS to 1900', proceed to LOM. *River Int is 283° crs from IND-VOR and NE crs ILS. This procedure authorized only when aircraft equipped to receive VOR & ILS simultaneously. **Radar transitions must intercept NE crs ILS at least 5 mi NE River Int.
	Int SW crs ILS & IND LFR	River Int*	044 5.0	2300								
	Int 263° crs IND-VOR & NW crs ILS (Final)	River Int*	244 5.0	1800								
	Int 248° crs to IND-VOR & NE crs ILS (Final)	River Int*	244 15.0	1800								
	Int 239° crs IND VOR & NE crs ILS (Final)	River Int*	244 24.5	2300								
	Radar terminal area transition altitude**	Back crs ILS	All directions within 20 mi	2300								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ARCATA, CALIF., ARCATA AIRPORT - PROCEDURE CANCELLED EFFECTIVE MARCH 24, 1954										
BAKERSFIELD, CALIF., KERN COUNTY AIRPORT #1- PROCEDURE CANCELLED EFFECTIVE FEBRUARY 23, 1954										
BISMARCK, N. DAK., BISMARCK AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED NOVEMBER 8, 1953										
BRUNSWICK, GA. **Malcolm-McKinnon Arpt** **20** **BMH** **206 kc - SSI** **Procedure No. 1** **Effective date: 2/1/54**	**Brunswick VOR**	**108** **3.5**	**1200**	**W side crs** **012 outbnd** **192 inbnd** **1200' within 25 mi**	**600**	**On Airport**	**T-dn** **C-dn** **A-dn**	**300-1** **600-1** **800-2**	**300-1** **600-1.5** **800-2**	**Within 0.0 miles. . .climb to 1200' on crs. of 192 within 25 miles.**
BUTLER, PA. **Graham Airport** **1248** **HW** **206 kc - BTP** **Procedure No. 1** **Effective date: 4/1/54**	**Pittsburgh Surveillance Radar** **Pittsburgh Surveillance Radar Fix (Final)**	**Within 40 mi of Greater Pittsburgh Arpt** **005** **5.0**	**3000 or MEA when lower** **2400**	**E side of crs** **185 outbnd** **005 inbnd** **3000'-within 7 mi (NA beyond 7 miles)**	**2400**	**005** **4.6**	**T-dn** **C-d** **C-n** **A-dn**	**300-1** **600-1** **600-1.5** **800-2**	**300-1** **600-1** **600-1.5** **800-2**	**Within 4.6 miles after passing Butler, climb to 2600' on track of 356° within 10 miles. NOTE: Radar transition may be conducted by Pittsburgh surveillance radar. Descent to final approach altitude authorized upon intercepting 005° inbnd track to Butler and passing 5 mi fix as determined by surveillance radar. CAUTION: Unlighted tower 1491' one mile ESE of rnwy 25.**
CANTON, OHIO, AKRON-CANTON AIRPORT - PROCEDURE CANCELLED EFFECTIVE DECEMBER 8, 1953										
CEDAR RAPIDS, IOWA **Cedar Rapids Airport** **863** **H** **248 kc - CID** **Procedure No. 1** **Effective date: 3/10/54**	**Iowa City VOR**	**343** **26.0**	**2000**	**S side of crs** **260 outbnd** **80 inbnd** **2000'-within 25 mi**	**1460**	**On Airport**	**T-dn** **C-d** **C-n** **A-dn**	**300-1** **600-1** **600-2** **800-2**	**300-1** **600-1.5** **600-2** **800-2**	**Within 0 miles. . .climb to 2000' on 80° track within 25 miles of Cedar Rapids "H" facility.**
Procedure No. 2 **Effective date: 3/30/54**	**All aircraft will proceed enroute to Cedar Rapids H, THENCE TO Walford Int.. initial approach to Walford Int. from Cedar Rapids "H"** **Iowa City VOR**	**260** **5.0** **343** **26.0**	**2000** **2000**	**S side of crs** **260 outbnd** **80 inbnd** **2000'-within 25 mi**	**Walford Int.**** **1500**	**Walford Int.**** **080** **5.0**	**T-dn** **C-d** **C-n** **S-dn 8** **A-dn**	**300-1** **500-1** **500-2** **500-1** **800-2**	**300-1** **500-1.5** **500-2** **500-1** **800-2**	**Within 5.0 mi. . .climb to 2100' on 84° crs from Cedar Rapids "H" facility within 25 mi. *Procedure not authorized unless aircraft equipped to receive ADF and VOR simultaneously. **Walford Int-330° radial of Iowa City VOR and 80° bearing to Cedar Rapids "H" facility.**
Procedure No. 3 **Effective date: 3/30/54**	**All aircraft will proceed enroute to Cedar Rapids "H" thence to Ely Int**initial approach to Ely Int** from Cedar Rapids "H"** **Iowa City VOR**	**084** **5.0** **343** **26.0**	**2100** **2000**	**S side of crs** **084 outnbd** **264 inbnd** **2100'-within 25 mi**	**1500**	**Ely Int.** **264** **5.0**	**T-dn** **C-d** **C-n** **S-dn 26** **A-dn**	**300-1** **500-1** **500-2** **500-1** **800-2**	**300-1** **500-1.5** **500-2** **500-1** **800-2**	**Within 5.0 mi. . .climb to 2000' on 260° outbnd crs from Cedar Rapids "H" facility within 25 miles. *Procedure NA unless aircraft equipped to receive ADF and VOR. **Ely Int.-355° radial of Iowa City VOR and 264° bearing to Cedar Rapids "H" facility.**
CHARLOTTE, N. CAR., DOUGLAS FIELD - PROCEDURE NO. 2 -SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE NO. 1, DATED APRIL 17, 1954.										
CHATTANOOGA, TENN., LOVELL FIELD-PROCEDURE NO. 2 -SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED MARCH 5, 1954										
CHICAGO, ILLINOIS, -O'HARE INTERNATIONAL AIRPORT -SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED OCTOBER 18, 1953.										
COLORADO SPRINGS, COLO.-PETERSON FIELD- PROCEDURE CANCELLED EFFECTIVE FEBRUARY 15, 1954										
COLUMBIA, S. CAR., COLUMBIA AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED FEBRUARY 3, 1954										
DAYTON, OHIO, - DAYTON AIRPORT - PROCEDURES 1 AND 2 CANCELLED EFFECTIVE DECEMBER 16, 1953										
DENVER, COLO., STAPLETON AIRFIELD-PROCEDURE CANCELLED EFFECTIVE MARCH 17, 1954										
DES MOINES, IOWA - DES MOINES AIRPORT - PROCEDURE CANCELLED										
DETROIT, MICH. **Detroit City Airport** **626** **MH** **338 kc - DET** **Procedure No. 1** **Effective date: 11/30/53**	**Romulus VOR**	**080** **26.0**	**2300**	**E side of crs** **149 outbnd** **329 inbnd** **1900' within 25 mi**	**1620**	**329** **2.6**	**T-dn*** **C-dn** **A-dn**	**500-1** **700-1** **1000-2 BCOB**	**500-1** **700-1.5** **1000-2 BCOB**	**Within 2.6 miles, climb to 2360' on track 329° within 25 miles. *300-1 Runway 33 only.**
	Romulus LFR	**068** **24.0**	**2300**							
	Windsor LFR (Final)	**329** **6.5**	**1620**							
	Warren Int. or Int. 60° crs From RML VOR and 149 brg DET-"MH"	**149** **9.0**	**2000**							
DODGE CITY, KANSAS **Dodge City Airport** **2594** **BMH** **290 kc - DDC** **Procedure No. 1** **Effective date: 3/22/54**	**Int E crs Garden City LFR and 169° crs to Dodge City BMH** **Dodge City VOR**	**169** **18.0** **150** **6.0**	**3900** **3900**	**W side of crs** **349 outbnd** **169 inbnd** **3900'-within 25 mi**	**3200**	**On Airport**	**T-dn** **C-d** **C-n** **A-dn**	**300-1** **600-1** **600-1.5** **800-2**	**300-1** **600-1.5** **600-2** **800-2**	**Climb to 3900' on outbnd crs of 169 within 25 miles. CAUTION: 2731' msl twr 3 mi NW of airport and 2894' msl twr 3 mi W of airport.**
DUNKIRK, N.Y., -DUNKIRK AIRPORT-PROCEDURE CANCELLED EFFECTIVE DECEMBER 31, 1953										
EVANSVILLE, IND., -DRESS MEMORIAL AIRPORT-SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED OCTOBER 15, 1953										
FLINT, MICH., -BISHOP FIELD-PROCEDURE CANCELLED EFFECTIVE DECEMBER 20, 1953										
FORT WORTH, TEX., -AMON CARTER FIELD- PROCEDURE NO. 1 SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED APRIL 22, 1954										
FORT WORTH, TEX **Amon Carter Field** **668** **MHW** **218 kc - GPR** **Procedure No. 2** **Effective date: 1/14/54**	**Fort Worth LFR**	**107** **20.0**	**2200**	**W side of crs** **175 outbnd** **355 inbnd** **1900' within 15 mi (NA beyond 25 miles.*)**	**1300**	**340** **8.7**	**T-dn** **C-dn** **S-dn 35** **A-dn**	**300-1** **500-1** **500-1** **1000-2 BCOB**	**300-1** **500-1.5** **500-1** **1000-2 BCOB**	**Within 5.7 miles. . .turn left, climb to 1900' on crs of 309 within 15 mi of Amon Carter ILS LOM, or when directed by ATC, climb to 2200' on crs of 349° within 25 mi of Grand Prairie MHW. *Procedure turn non-standard due ATC.**
	Hazlet MHW	**126** **23.0**	**1900**							
	Amon Carter ILS LOM	**150** **12.0**	**1900**							
	Int. E crs FTW and N crs DAL	**204** **17**	**1900**							
	Dallas LFR	**238** **12.0**	**1900**							
	Duncanville MHW	**288** **12.0**	**1800**							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS; OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11
GREAT FALLS, MONT., -GREAT FALLS AIRPORT- SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED MARCH 10, 1954										
GLENS FALLS, N.Y. Warren County Airport 328 MH 206 kc - GFL Procedure No. 1 Effective date: 11/20/53	PROCEDURE CANCELLED									
HARLINGEN, TEX., -ALL VALLEY AIRPORT-PROCEDURE CANCELLED.										
HUNTINGTON, W. VA. Huntington Airport 560 BH 236 kc - HTW Procedure No. 1 Effective date: 12/18/53				S side crs 255 outbnd 075 inbnd 2100' within 10 mi	1600	075 2.3	T-d T-n C-d C-n A-d A-n	1000-1 NA 1000-2 NA 1500-3 NA	1000-1 NA 1000-2 NA 1500-3 NA	Within 2.3 miles. . .climb to 2500' on crs 075° within 10 miles return to Huntington BH.
HYANNIS, MASS. Barnstable Airport 56 n MHW 239 kc - HYA Procedure No. 1 Effective date: 10/2 /53				S side crs* 110 outbnd 290 inbnd 1300'-within 10 mi (NA beyond 10 miles)	700	At Airport	T-dn C-dn A-dn	300-1 600-1 1000-2 (BCOB)	300-1 600-1.5 1000-2 (BCOB)	Within 0.0 mi. .make a climbing left turn, return to Hyannis Rbn at 1500'. *To avoid aircraft activities NE of Otis AFB.
JACKSONVILLE, FLA., -IMESON AIRPORT-SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED FEBRUARY 24, 1954										
KANSAS CITY, KANSAS Fairfax Airport 746 LOM 219 kc - MK Procedure No. 1 Effective date: 4/5/54	Kansas City LFR Kansas City VOR Liberty FM and Rbn Farley Rbn Linkville FM	028 5.0 152 4.0 240 12.0 106 16.0 123 10.0	2500 2500 2500 2500 2500	W side of crs 004 outbnd 184 inbnd 2500' within 10 mi (NA beyond 10 mi)	2500	From Bluff FM 224 0.8	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 4.3 mi or at Bluff FM. . .make right climbing turn, climb to 2500' and intercept 310° ADF track and proceed to Farley Rbn and hold, or when directed by ATC make right climbing turn, climb to 2200' on SW crs MKC-LFR. CAUTION-Obstruction 1423' msl 3 mi SE of airport. Cracking plant 911' msl and stack 853' msl 0.5 mi ESE approach end rnwy 35. TV twr 1670' msl 4.5 mi SSE. #Procedure NA when Bluff FM inoperative.
KANSAS CITY, MO., KANSAS CITY AIRPORT-PROCEDURE CANCELLED.										
KEENE, N.H. Dillant-Hopkins 482 MHW - KNE Procedure No. 1 Effective date: 4/1/54 (Facility owned and operated by the state of N.H.)				W side of crs 201 outbnd 021 inbnd 3500'-within 10 mi	2500	021 3.2	T-dn* C-dn A-d A-n	1500-2 1500-2 2500-2 4000-3		Within 3.2 miles. . .make a left climbing turn to 5000', return to Keene MHW. Hold north of Keene MHW on tack of 015°, turns to the west. #Procedure turn conducted W to avoid higher terrain E of final approach crs. *Night take-off to SE not authorized for air carrier operations.
KERRVILLE, TEX Kerrville Airport 1590 MH - ERV Special Procedure No. 1 Effective date: 12/23/53				N side of crs 128 outbnd 308 inbnd 3100 within 10 mi (NA beyond 10 mi)	2560	308 4.0	all	NA	NA	Climb to 3400' on crs of 308° within 25 mi. *Applies to Rnwy 02. **Maneuvering in NE & NW quadrants defined by extensions of Rnwy centerlines NA during hours of darkness. Operation of rotating beacon, obstruction lights and lights on all rnwys required. Unlgtd terrain 300' to 500' above airport in NE &NW quadrants within 2 miles. Night landing rnwy 20 NA.
KNOXVILLE, TENN., McGHEE-TYSON AIRPORT- PROCEDURE CANCELLED.										
LANCASTER, PA. Lancaster Airport 401 MHW 326 kc - LRP Procedure No. 1 Effective date: 3/21/54	Int Harrisburg VOR radial 132° and 058° brg to Lancaster Rbn (Final)	058 10.0	1500	S side of crs 238 outbnd 058 inbnd 1800-within 10 mi	1500	058 4.6	T-dn C-dn S-dn 8 A-dn	300-1 500-1 500-1 500 1000-2 (BCOB)	300-1 600-1.5 500-1 1000-2 (BCOB)	Within 4.6 mi. .make a climbing left turn and return to Lancaster Rbn at 2000'
LANSING, MICH., - CAPITAL CITY AIRPORT-PROCEDURE CANCELLED AS PROCEDURE COMBINED WITH ILS EFFECTIVE MARCH 19, 1954										
LEBANON, N.H. Lebanon Airport 579 BH 209 kc - LEB Procedure No. 1 Effective date: 4/1/54				W side of crs 004 outbnd 184 inbnd 4000'-within 10 mi	3000	184 4.4	T-d T-n C-d C-n A-dn	1000-2 2000-2 1500-2 2000-2 2500-2	1000-2 2000-2 1500-2 2000-2 2500-2	Within 4.4 miles. .climb to 5000' on track of 184° within 10 mi of Lebanon "H" facility. Air carrier operations on Runway 7 not authorized at night. Runway 25 authorized at night for take-off only.
LONGVIEW, TEXAS, GREGG COUNTY AIRPORT - PROCEDURE CANCELLED.										
LOS ANGELES, CALIF., LOS ANGELES INTERNATIONAL AIRPORT- SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED APRIL 5, 1954										
LOS ANGELES, CALIF., - LOS ANGELES INTERNATIONAL AIRPORT-PROCEDURE NO. 2 CANCELLED EFFECTIVE APRIL 5, 1954.										
LUFKIN, TEXAS Angelina County Arpt 290 BMH - RBN LFK Procedure No. 1 Effective date: 1/14/54	Lufkin VOR	336 5.0	1600	S side of final apch crs 296 outbnd 116 inbnd 1500'-within 10 mi 1600'-within 15, 20, 25 miles	880	Fac on Arpt	T-dn C-dn A-dn	300-1 600-1 1000-2 (BCOB)	300-1 600-1.5 1000-2 (BCOB)	Within .0 mi. .climb to 1500' on crs of 116° within 25 miles of Lufkin Rbn. *CAUTION: Deviation authorized in obstruction clearance over radio twr 548' msl located 3.7 mi SW of airport. #Aircraft larger than DC-3 use caution due runway load bearing ability.
MADISON, WISCONSIN- TRUAX FIELD - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED NOVEMBER 8, 1953										

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST	MIN. ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS. (OUTBND AND INBND.) ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MASON CITY, IOWA Mason City Airport 1218 BH-TV MCW Procedure No. 1 Effective date: 2/8/54	Mason City VOR	349 4.0	2200	E side of crs 180 outbnd 360 inbnd 2200' within 25 mi	1720	On airport	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0 miles climb to 2500' on ADF track of 360° magnetic within 25 miles.
MEMPHIS, TENN., MEMPHIS AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE NO 1, DATED MARCH 17, 1954										
MIAMI, FLA.,-MIAMI INTERNATIONAL AIRPORT- SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED MARCH 24, 1954										
MIDLAND-ODESSA, TEXAS- MIDLAND AIR TERMINAL-SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED APRIL 22, 1954										
MINERAL WELLS, TEX. Mineral Wells Airport 964 BMH - MWL Procedure No. 1 Effective date: 1/13/54	Mineral Wells VOR	312 5.0	2000	S side of crs 130 outbnd 310 inbnd 2000 within 15 mi 2100 within 25 mi *	1560	At airport	T-dn C-dn A-dn	300-1 600-1 1000-2 (BCOB)	300-1 600-1.5 1000-2 (BCOB)	Climb to 2500' on crs of 310° within 25 mi *Procedure turn non-standard due ATC.
MINNEAPOLIS, MINN., -MINNEAPOLIS-ST PAUL INTERNATIONAL AIRPORT - PROCEDURE CANCELLED.										
MOBILE, ALA., -BATES FIELD- PROCEDURE CANCELLED SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, DATED MARCH 15, 1954										
MOLINE, ILL.,-QUAD CITY AIRPORT-SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED OCTOBER 1, 1953										
MONTGOMERY, ALA. Dannelly Field 219 LOM - MG Procedure No. 1 Effective date: 3/15/54	Maxwell LFR	228 8.0	1500	S side 276 outbnd 96 inbnd 1500'-within 10 mi (Beyond 10 mi NA)	1000	96 6.1	T-dn C-dn S-dn 9 Adn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Turn right., climb to 1500' on magnetic track of 115° from the LOM within 25 mi
	Montgomery BVOR	294 12.0	1500							
	Int. W crs MXF LFR and NE crs SEM LFR	099 20.0	1500							
	Int. SW crs of MXF and SE crs of SEM LFR	023 25.0	1500							
	Int. N crs MXF LFR and NE crs SEM LFR	194 23.0	1700							
MORRISTOWN, N.J. Morristown Airport 187 Chatham MHW CAT Procedure No. 1 Effective date: 12/27/53				W side crs * 238 outbnd 058 inbnd 2000'-within 10 mi (NA beyond 10 mi)	1200	023 3.6	T-dn C-dn S-dn 4 A-dn	300-1 800-1 800-1 1000-2 (BCOB)	300-1 800-1.5 800-1.5 1000-2 (BCOB)	Within 3.6 mi. . .climb to 1000' on crs of 023°, then make a right climbing turn, return to Chatham Rbn at 2000'. *Procedure turn W to avoid traffic on amber 7.
NEWARK, N.J., NEWARK AIRPORT- SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE, EFFECTIVE JANUARY 4, 1954										
NEW ORLEANS, LA. Callendar Airport 5 MHW - BCS Restricted Procedure No. 1 Effective date: 1/13/54	New Orleans LFR	125 15.0	1600	E side crs 170 outbnd 350 inbnd 1200'-within 15 mi (NA beyond 15 mi)	720	On airport	T-dn C-d C-n A-dn	300-1 700-1 700-2 1000-2 (BCOB)	300-1 700-1.5 700-2 1000-2 (BCOB)	Within 0.0 miles. . .turn right, climb to 1200 on track of 170° within 25 mi. NOTES: Runway lights operated on request to any CAA facility. Weather reports made upon request of New Orleans Weather Bureau Station. Communications not available to general public. Caution: 623' radio tower 4.6 mi NNW of airport.
	New Orleans VOR	108 17.0	1600							
NEW YORK, N.Y., - LA GUARDIA FIELD- PROCEDURES NOS 1 and 2 CANCELLED EFFECTIVE JANUARY 4, 1954										
OAKLAND, CALIF., OAKLAND AIRPORT - PROCEDURE CANCELLED EFFECTIVE FEBRUARY 11, 1954										
ORLANDO, FLA., - ORLANDO AIRPORT - SUPERSEDED BY COMBINATION ILS-ADF PROCEDURE DATED FEBRUARY 11, 1954										
PANAMA CITY, FLA.,-FANNIN MUNICIPAL AIRPORT - PROCEDURE CANCELLED EFFECTIVE FEBRUARY 1, 1954										
PELLSTON, MICH. Emmet County 720 BMHTV -PLN Procedure No. 1 Effective date: 12/20/53	SSM- LFR	205 65.0	2200	N side of track 135 outbnd 315 inbnd 2200- within 25 mi	1520	0.0 at airport	T-dn C-dn A-dn	500-1 800-1 1000-2 (BCOB)	500-1 800-1.5 1000-2 (BCOB)	Within 0.0 mi. . .climb to 2500' on crs of 315° within 25 miles. *E/W Rnwy limited to DC-3 or smaller operation.
	TVC-LFR	034 69.0	2400							
PENDLETON, ORE. Pendleton Airport 1493 LOM - PD Procedure No. 1 Effective date: 12/23/53	PDT - VOR	069 10.0	4000	NW side of NE crs 040 outbnd 220 inbnd 3000'-within 10 mi 4000'-within 15 mi (NA beyond 20 and 25 miles)	2400	249 4.7	T-dn C-dn S-dn rwy 25 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.7 mi - climb to 4000' on W crs. PDT - LFR or on 233° outbnd crs from PDT-VOR within 25 miles of respective stations.
	PDT - LFR	062 3.0	4000							
	Athena Int.	234 11.0	4000							
	Cabbage Hill FM	294 10.0	4800							
	Int. S crs ALW LFR and 040° outbnd bearing from LOM	220 15.0	4000							
PINE BLUFF, ARK. Grider Field 205 BMH 263 kc - PBF Procedure No. 1 Effective date 10/9/53	Pine Bluff VOR	178 4.5	1500	E side crs 170 outbnd 350 inbnd 1300' within 10 mi (NA beyond 10 mi)	800	at airport	T-dn C-dn A-dn	300-1 600-1 1000-2 (BCOB)	300-1 600-1.5 1000-2 (BCOB)	Within 0.0 mi. . .make 180° left turn, climb to 1500' on crs of 170° within 15 miles of Rbn.
PITTSBURGH, PA.,- GREATER PITTSBURGH AIRPORT - PROCEDURES 1 AND 2 CANCELLED EFFECTIVE NOVEMBER 4, 1953										
ST. LOUIS, MO.,-LAMBERT FIELD - PROCEDURES 1 AND 2 CANCELLED										
SALEM, OREGON- McNARY FIELD - PROCEDURE CANCELLED EFFECTIVE DECEMBER 4, 1953										
SAVANNAH, GA. Travis Field 50 LOM - SA Procedure No. 1 Effective date: 12/17/53	SAV - LFR	324 12.0	1300	N side crs 285 outbnd 105 inbnd 1200' within 15 mi (Beyond 15 mi NA)	700	090 5.52	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 1000-2 (BCOB)	300-1 500-1.5 500-1 1000-2 (BCOB)	. . . . . make immediate left turn. . .climb to 1200' on NW crs of SAV-LFR, or 321° from the LOM within 25 mi. CAUTION. Danger area to the S. side of final approach crs.
	NE crs of SAV - LFR	270 18.0	1400							
SEATTLE, WASH., - SEATTLE-TACOMA INTERNATIONAL AIRPORT - PROCEDURE CANCELLED EFFECTIVE FEBRUARY 11, 1954										
SIOUX CITY, IOWA- SIOUX CITY AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED OCTOBER 23, 1953										
SOUTH BEND, IND., - ST. JOSEPH COUNTY AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED OCTOBER 22, 1953										

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE-AIRCRAFT 75 MPH OR LESS	TYPE-AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SPRINGFIELD, OHIO Springfield Airport 1049 MHW - SGH Procedure No. 1 Effective date: 4/1/54	West Jefferson Int	254 27.0	2300	N side of crs 055 outbnd 235 inbnd 2300'-within 10 mi (NA beyond 10 mi)	1800	235 3.6	T-dn C-dn S-dn 23 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.6 mi. .make climbing left turn to 2300' return to Springfield MHW. NOTE: Wright-Patterson tower control all instrument approaches into Springfield.
	Wright-Patterson LFR	068 17.0	2300							
	South Solon Int.	306 13.0	2300							
	North Hampton Int.	146 11.0	2300							
TULSA, OKLA., - TULSA AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED DECEMBER 29, 1953										
TOPEKA, KANSAS- PHILIP BILLARD AIRPORT - PROCEDURE CANCELLED EFFECTIVE FEBRUARY 8, 1954.										
VALDOSTA, GA. Valdosta Airport 203 BMH - TV - VLD Procedure No. 1 Effective date: 3/24/54	Valdosta VOR	003 7.0	1400	S side crs 135 outbnd 315 inbnd 1400' within 25 mi	800	0 0	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	Within 0.0 miles. . .make immediate left turn and climb to 1300' on crs of 135° within 25 mi of Rbn.
VERO BEACH, FLA. Vero Beach Airport 25 BMH - TV VRB Procedure No. 1 Effective date: 3/25/54	Vero Beach VOR	110 4.5	1100	S side of crs 290 outbnd 110 inbnd 1100' within 25 mi	600	On airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 0.0 miles. . .climb to 1200' on crs of 110 within 10 miles of Vero Beach-Rbn CAUTION: Warning area beyond 10 miles.
WHEELING, W. VA., - OHIO COUNTY AIRPORT - PROCEDURE CANCELLED EFFECTIVE NOVEMBER 27, 1953										
WICHITA, KANSAS Wichita Airport 1332 LOM - IC Procedure No. 1 Effective date: 4/1/54	Wichita LFR	235 11.0	2500	W side of crs 190 outbnd 010 inbnd 2500'-within 10 mi (NA beyond 10 mi account ARTC tfc) Procedure turn non-standard to avoid ICT AFB traffic	2500	010 4.8	T-dn C-dn S-dn 2 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.8 miles. . .climb to 3000' on outbnd ADF crs 010° intercept and proceed on NW crs ICT LFR within 25 miles or when directed by ATC make 180° left turn climbing to 2500' proceed to LOM and hold. CAUTION: Simultaneous approaches and holding being conducted on IAB LOM to Wichita AFB. 2049' msl TV twr 9.0 miles NNE of airport.
	Wichita VOR	207 19.0	3000							
	Viola FM or Rbn	039 14.0	2500							
	Anness Int	062 13.0	2500							
	Wellington Int	340 23.0	2500							
	Oxford FM or Rbn or Slate Int	324 26.0	2500							
	IAB LOM	277 9.0	2500							
	KECHI FM	199 17.0	3000							
WILMINGTON, N. CAR. New Hanover County Airport 31 LOM 219 kc - IM Procedure No. 1 Effective date: 11/3/53	Wilmington VAR	177 11.0	1200	E side crs 163 outbnd 343 inbnd 1400'-within 25 mi	1400	343 5.36	T-dn C-dn S-dn 34 A-dn	300-1 500-1 500-1 1000-2 (BCOB)	300-1 500-1.5 500-1 1000-2 (BCOB)	Within 5.36 mi. .climb to 1400' on crs of 343° within 25 miles of LOM.
	Wilmington Rbn	162 6.0	1200							
BMH-TV (Wilmington Rbn) 368 kc - IMN Procedure No. 2 Effective date: 1/15/53	Wilmington VAR	195 5.0	1200	W side crs 341°outbnd 161 inbnd 1200' within 25 mi.	500	At airport	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0.0 mi. . climb to 1200' on crs of 161° within 15 miles.
WINDSOR LOCKS, CONN., - BRADLEY FIELD - PROCEDURE CANCELLED EFFECTIVE NOVEMBER 13, 1953										
YOUNGSTOWN, OHIO - YOUNGSTOWN AIRPORT - PROCEDURE CANCELLED EFFECTIVE DATE, COMMISSIONING OF THE ILS										
ZANESVILLE, OHIO Zanesville Airport 899 BMH-VT - ZZV Procedure No. 1 Effective date: 4/1/54	Adamsville Int. Int. 115° crs from Columbus VOR or 308° crs from Parkersburg VOR and 032° crs to Zanesville Rbn	180 12.0 032 10.0	2400 2400 *1700 (final)	E side of crs 212 outbnd 032 inbnd 2400' within 10 mi	*1700	032 2.7	T-dn C-dn S-dn 3 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 miles. . .make right climbing turn to 2400' and return to Zanesville Rbn. *CAUTION; Standard clearance not provided over tower 1410' approximately 3.5 miles W of Zanesville Rbn.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

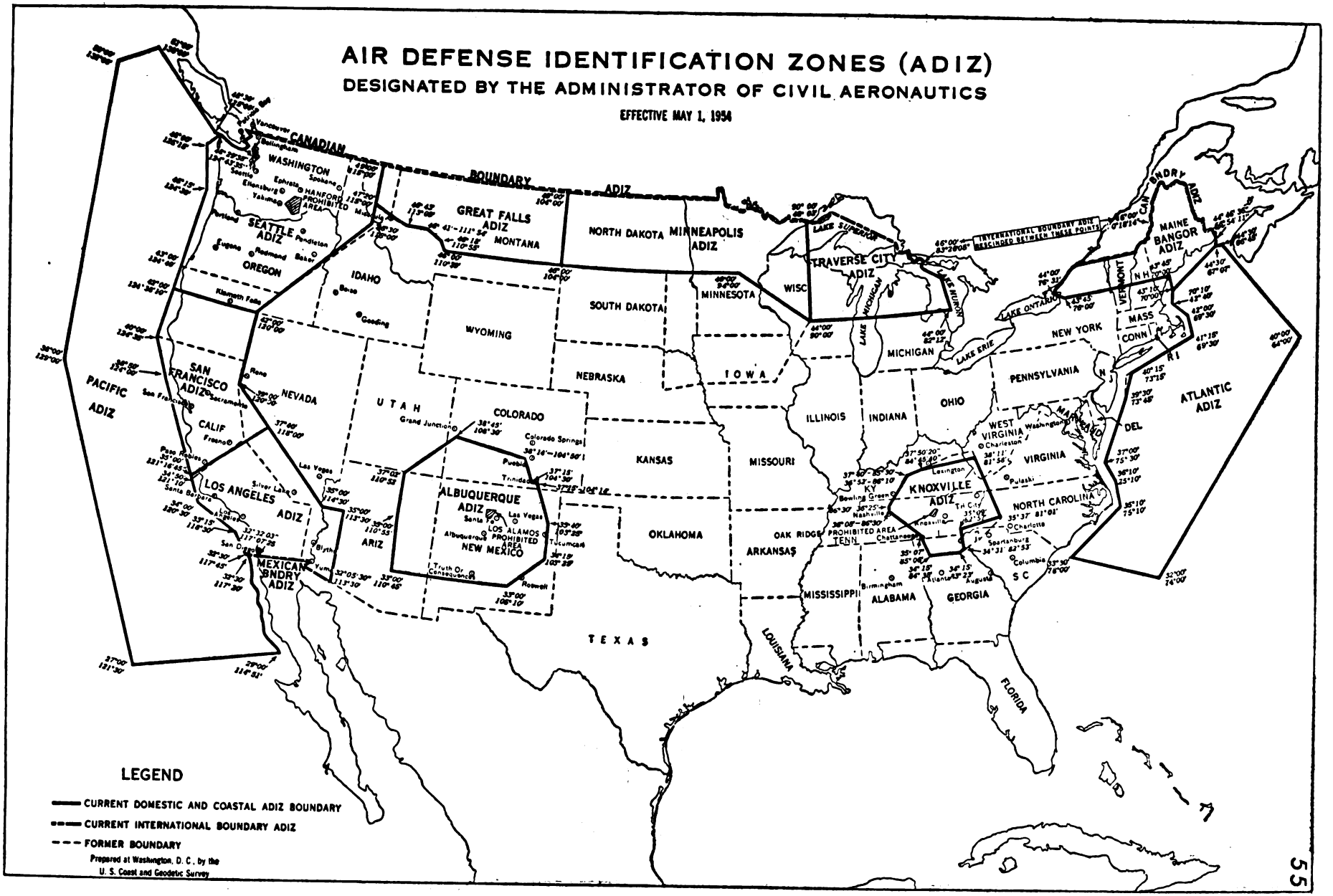
When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
BIRMINGHAM, ALA. Birmingham Airport 643 Procedure No. 1 Effective date: 2/11/54	2500' # within 25 mi #Radar control must provide 3 miles separation from radio twr-1500' lctd 5 mi SW of airport or maintain 2600'.	All 5, 18, 36, 23, 8 26	T-dn A-dn C-dn 			300-1 1000-2 600-1 NA	300-1 1000-2 900-1.5 NA	Climb to 2500' on N crs of Birmingham LF or 355° crs from Birmingham VOR within 25 miles.
DALLAS, TEXAS Love Field 463 Effective date: 2/19/54	2000' within 20 miles Radar control must provide 3 miles lateral or 1000' vertical separation from radio tower 1230' MSL on bearing of 294° at 12 mi from DAL LFR.	7, 13, 18 31# 25 36 All 7, 13, 18, 31, 25 36	C-dn C-dn All T-dn A-dn A-dn			500-1 600-1 NA* 300-1 800-2 NA*	500-1.5 600-1.5 NA* 300-1 800-2 NA*	All runways, climb to 2000' proceed direct to DAL VOR and hold east on radial 063 within 25 miles or proceed direct to DAL LFR and hold S within 25 miles. #When approaching Runway 31 maintain at least 1540' msl until within 4 miles of runway. * Due ground clutter.
DETROIT, MICH. Willow Run Airport 716 Effective date: 11/21/53	All sectors 1900' within 10 miles. (At 1900', 3 mile lateral separation required from 976' radio tower, 3.8 miles W of airport).	4L/R, 9L 14, 18, 22L/R, 27L/R, 32, 36 9R	T-dn C-dn S-dn A-dn T-dn C-dn S-dn* A-dn			300-1 500-1 500-1 800-2 300-1 700-1 NA 800-2	300-1 500-1.5 500-1 800-2 300-1 500-1.5 NA 800-2	Runways 22L/R, 27L/R, 14, 18: Climb to 2300' proceeding out W crs Detroit LFR to Ann Arbor Int. Runways 4L/R, 9L, 36, 32: Climb to 2300' via S crs Salem VAR to Salem VAR range stn, or as directed by ATC. Alternate missed approach: Climb to 2300' proceed via W crs Detroit LFR to Detroit LFR range stn. *ASR approaches on 9R not authorized due to antenna location and ground clutter.
INDIANAPOLIS, IND. Weir Cook Airport 796 Procedure No. 1 Effective date: 4/20/54	2300' between brg clockwise of 280° & 120° within 20 mi. 2000' between brg clockwise of 120° & 240° within 20 mi.	4, 9, 13 18, 27, 31 36 22 all rnwys	S-dn C-dn *S-dn C-dn T-dn A-dn			100-1 500-1 500-1.5 500-1.5 300-1 800-2	400-1 500-1.5 500-1.5 500-1.5 300-1 800-2	Rnwys 4, 9, 13, 18, climb to 2300' on E crs IND, LFR & proceed to Greenfield int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 25 miles 2. Climb on SW crs ILS to 1900', proceed to LOM. Rnwys 22, 27, 31, 36, climb to 2000' on W crs of IND-LFR within 15 mi of station or as directed by ATC as follows: 1. Climb on SW crs ILS to 1900', proceed to LOM. 2. Climb to 2100' on NW crs of IND-LFR within 25 mi of station. *ASR straight-in approach minimums higher on Rnwy 22 because of ground clutter.
JACKSONVILLE, FLA. Imeson Airport 52 Effective upon commissioning of facility	1500' # within 20 mi #Radar control must provide 3 miles separation from Danger Area (D-161)	5, 9, 12 18, 23, 27 30 all rnwys 36*	S-dn C-dn T-dn A-dn S-dn C-dn			500-1 500-1 300-1 600-2 NA 500-1	500-1.5 500-1.5 300-1 600-2 NA 500-1.5	Climb to 1300' on E crs. of Jacksonville LFR or 090 crs. from Jacksonville VOR, within 25 miles. *Straight-in on Runway 36 not authorized due to Danger Area 8 of apch area.
LOS ANGELES, CALIF. Los Angeles Intn'l Arpt 125 Procedure No. 1 Effective date: 4/5/54	All bearings are to the radar with sector azimuths progressing clockwise. Within 5 miles 165-194 -1700 195-164 -1500 Within 10 miles 165-194 -2000 195-330 -1500 331-360 -2000 001-090 -1500 091-164 -2500 Within 15 miles 091-194 -3000 195-240 -2000 241-314 -1500 315-360 -2500 001-090 -1500 Within 20 miles 091-220 -5000 221-090 -3000 Within 25 miles 091-164 -5000 165-220 -7000 221-264 -3500 265-314 -3000 315-360 -4000 001-090 -4000	25L/R 7L/R, 11, 25L/R, 29	T-dn C-dn S-dn A-dn T-dn C-dn A-dn	300-1 500-1 400-0.75 800-2

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
NEWARK, N.J. Newark Airport 18 Procedure No. 1 Effective date: 4/1/54	2500' NE sector (58-90°) All other sectors 2000' within 25 miles	4	T-dn	300-1	300-1	300-1	300-1	Climb to 1000' on NE crs Newark LFR, make a left climbing turn, proceed to Paterson Rbn at 2000' (alternate missed approach procedures when requested by ATC)(1) Climb to 3000' on 290° crs and proceed to Chatham (2) Make right climbing turn to 1500' and and proceed to LOM).
			C-dn	600-1	600-1.5	600-1	600-1.5	
			S-dn	400-0.75	400-0.75	600-1	600-1	
			A-dn	800-2	800-2	800-2	800-2	
	Within the S quadrant of the Newark LFR 1500' within 15 miles	29	T-dn			300-1	300-1	
			C-dn			600-1	600-1.5	
			S-dn			600-1	600-1	
			A-dn			800-2	800-2	
		22	T-dn			300-1	300-1	
			C-dn			900-1	900-1.5	
			S-dn			900-1	900-1	
			A-dn			1000-2	1000-2	
OAKLAND, CALIF. Oakland Airport 5 Effective date: 12/1/53	All bearings are to the radar with sector azimuths progressing clockwise Within 5 miles 120-251 - 1000 251-120 - 500 Within 10 miles 145-251 - 3000 251-352 - 1300 352-055 - 1000 055-090 - 1800 090-145 - 1500 Within 15 miles 145-294 - 3000 294-015 - 1660 015-090 - 3000 090-145 - 1800 Within 20 miles 145-214 - 3000 214-234 - 5000 234-294 - 3200 294-352 - 1660 352-090 - 3000 090-145 - 2000 Within 25 miles 145-214 - 3000 214-234 - 5000 234-300 - 3700 300-342 - 1660 342-010 - 3500 010-090 - 3000 090-115 - 3600 115-145 - 3000	27 L/R	S-dn			500-1	600-1.5	Climb to 2000' on NW crs Oakland LFR within 15 miles (Richmond Int). or on a magnetic crs (radial) of 310° from the Oakland VOR within 15 miles.
		9 L/R	C-dn			500-1.5	600-1.5	
		33						
		All rnwys	T-dn			300-1	300-1	
			A-dn			800-2	800-2	
PITTSBURGH, PA. Greater Pittsburgh Airport 1168 Effective date: 1/19/54	All sectors within 10 mi 2500' 10-40 n.i. - 3000' or MEA when lower	All rnwys	T-dn			300-1	300-1	Missed approach to runways 5, 10, and 14; climb to 2900' and proceed to River Rbn. Missed approach to runways 23, 28 and 32; climb to 2500' and proceed to Clinton Rbn.
			C-dn			500-1	500-1.5	
			S-dn			500-1	500-1.5	
			A-dn			800-2	800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

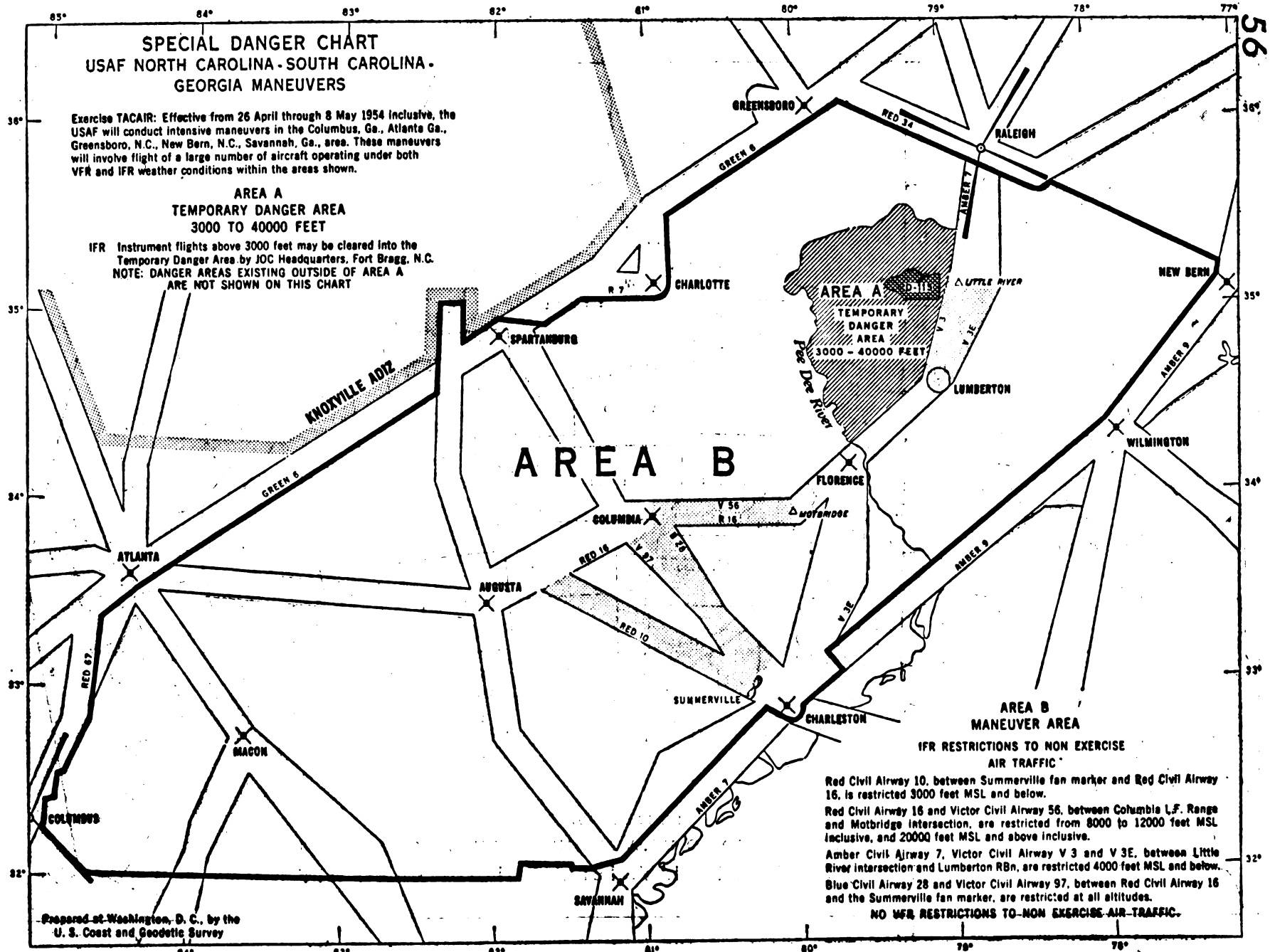

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)
DESIGNATED BY THE ADMINISTRATOR OF CIVIL AERONAUTICS
EFFECTIVE MAY 1, 1954
CANADIAN BOUNDARY ADIZ
INTERNATIONAL BOUNDARY ADIZ PRESCRIBED BETWEEN THESE POINTS
WASHINGTON
OREGON
SEATTLE ADIZ
GREAT FALLS ADIZ
MONTANA
NORTH DAKOTA
MINNEAPOLIS ADIZ
TRAVERSE CITY ADIZ
MAINE BANGOR ADIZ
IDAHO
SOUTH DAKOTA
MINNESOTA
WISC
MICHIGAN
LAKE ONTARIO
NEW YORK
VERMONT
N H
MASS
CONN
R I
WYOMING
NEBRASKA
IOWA
PENNSYLVANIA
N J
DEL
MARYLAND
ATLANTIC ADIZ
SAN FRANCISCO ADIZ
PACIFIC ADIZ
NEVADA
UTAH
COLORADO
ILLINOIS
INDIANA
OHIO
WEST VIRGINIA
VIRGINIA
CALIF
LOS ANGELES ADIZ
ALBUQUERQUE ADIZ
LOS ALAMOS PROHIBITED AREA
NEW MEXICO
KANSAS
MISSOURI
KY
KNOXVILLE ADIZ
NORTH CAROLINA
ARIZ
OKLAHOMA
OAK RIDGE PROHIBITED AREA
TENN
ARKANSAS
MEXICAN BNDRY ADIZ
MISSISSIPPI
ALABAMA
GEORGIA
S C
TEXAS
LOUISIANA
FLORIDA
LEGEND
CURRENT DOMESTIC AND COASTAL ADIZ BOUNDARY
CURRENT INTERNATIONAL BOUNDARY ADIZ
FORMER BOUNDARY
Prepared at Washington, D. C., by the
U. S. Coast and Geodetic Survey

SPECIAL DANGER CHART
USAF NORTH CAROLINA - SOUTH CAROLINA - GEORGIA MANEUVERS

Exercise TACAIR: Effective from 26 April through 8 May 1954 inclusive, the USAF will conduct intensive maneuvers in the Columbus, Ga., Atlanta Ga., Greensboro, N.C., New Bern, N.C., Savannah, Ga., area. These maneuvers will involve flight of a large number of aircraft operating under both VFR and IFR weather conditions within the areas shown.

AREA A
TEMPORARY DANGER AREA
3000 TO 40000 FEET

IFR Instrument flights above 3000 feet may be cleared into the Temporary Danger Area by JOC Headquarters, Fort Bragg, N.C.
NOTE: DANGER AREAS EXISTING OUTSIDE OF AREA A ARE NOT SHOWN ON THIS CHART



AREA B
MANEUVER AREA

IFR RESTRICTIONS TO NON EXERCISE AIR TRAFFIC

Red Civil Airway 10, between Summerville fan marker and Red Civil Airway 16, is restricted 3000 feet MSL and below.

Red Civil Airway 16 and Victor Civil Airway 56, between Columbia L.F. Range and Motbridge intersection, are restricted from 8000 to 12000 feet MSL inclusive, and 20000 feet MSL and above inclusive.

Amber Civil Airway 7, Victor Civil Airway V 3 and V 3E, between Little River intersection and Lumberton RBn, are restricted 4000 feet MSL and below.

Blue Civil Airway 28 and Victor Civil Airway 97, between Red Civil Airway 16 and the Summerville fan marker, are restricted at all altitudes.

NO IFR RESTRICTIONS TO NON EXERCISE AIR TRAFFIC.

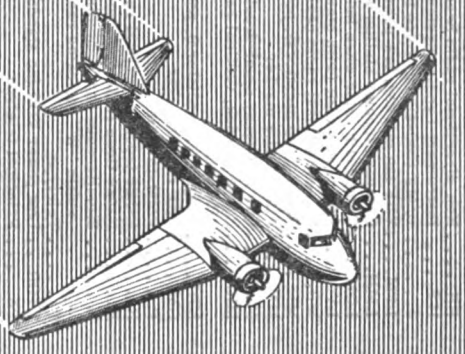
Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

MARCH 31, 1954

SPECIAL NOTICE

Pilots are requested, when calling CAA airway communications stations or control towers, to indicate the frequency on which a reply is expected.

AIRMAN'S GUIDE



SPECIAL NOTICE
AIRMAN'S GUIDE
PRICE REDUCED
See Page 26

SPECIAL NOTICE
CAA "LOW ALTITUDE
CONTROL" SERVICE
See Page 26 and 47

SPECIAL NOTICE
USAF EXERCISE TACAIR
SPECIAL DANGER CHART
AMENDED. See Page 48

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS - See page 27

RADIO FACILITY DATA Page 2
NOTICES TO AIRMAN Page 26

VOL. 9, NO. 3 ..... APRIL 20, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OHIO STATE UNIVERSITY
MAY 5 1954
LIBRARY

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	COCA	—●—●	L	LIMA	●—●●	U	UNION	●●—
D	DELTA	—●●	M	METRO	——	V	VICTOR	●●●—
E	ECHO	●	N	NECTAR	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	EXTRA	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying. VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make three hundred sixty (360) degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, and the Knoxville Air Defense Identification Zone.

CAA RADAR UNITS

NOTE: Unless noted in Remarks, all units guard the VHF frequencies transmitted plus 3023.5 kc and 122.5 mc. In addition to the frequencies listed, they transmit on: 118.1, 121.5, 126.18 mc.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7 mc	ASR-PAR	Does not trans 118.1 mc. Does not gd 109.9 mc. Rnwy 9R Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 243.0, 257.8 mc	ASR	Does not trans 118.1 mc. Does not gd 110.3 mc. Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.3, 120.5, 126.5, 137.88, 257.8 mc	ASR-PAR	Does not gd 110.3 mc. Rnwy 4R. Departure Control
Chicago-Midway Arpt., Ill.	219, 350 kc; 109.9, 118.7, 119.5, 119.9, 120.7, 257.8 mc	ASR-PAR	Does not gd 109.9 mc. Rnwy 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.5 mc	ASR-PAR	Does not gd 109.9 mc Rnwy 5L. Arrival & Departure Ctl.
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 126.5, 257.8 mc	ASR	Does not gd 109.5 mc Arrival Control
Houston Arpt., Texas	278 kc; 118.7, 120.7, 109.9, 257.8 mc	ASR	Does not gd 109.9 mc. Gds 141.3 mc. Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 119.9 mc	ASR	Does not gd 109.9 mc. Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 257.8 mc	ASR	Does not trans 118.1 mc Does not gd 110.3 mc
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 118.3, 119.5 mc	ASR	Does not gd 109.9 mc
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 119.9, 119.3, 121.1, 257.8 mc	ASR-PAR	Does not gd 109.9 mc. Rnwy 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1 mc	ASR	Does not gd 109.9 mc Does not trans 118.1 mc
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 243.0, 257.8, 263.0 mc	ASR-PAR	Does not gd 110.3 mc. Does not trans 118.1 mc. Rnwy 29 L Arrival Control
Newark Arpt., N. J.	278, 341 kc; 118.3, 110.3, 120.5, 126.5 mc	ASR-PAR	Does not gd 110.3 mc. Rnwy 4 Departure Control Does not trans 118.1 mc
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 119.1, 109.5, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Does not gd 109.5 mc. Rnwy 4R Does not trans 126.18 mc. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 118.7, 119.9, 109.9, 120.3, 125.5 mc	ASR-PAR	Does not gd 109.9 mc. Rnwy 4 Does not trans 126.18 mc. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Does not gd 109.9 mc. Does not trans 118.1, 126.18 mc. Gds 122.1 mc. Limited Arrival and Departure Control
Oakland Arpt., Calif.	341, 362 kc; 109.9, 118.3, 119.3, 140.22, 243.0, 257.8 mc	ASR	Does not gd 109.9 mc.
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 137.88, 257.8 mc	ASR	Does not gd 110.3 mc. Does not trans 118.1 mc. Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.7, 257.8 mc	ASR	Does not gd 109.9 mc.
San Francisco Arpt., Calif.	278, 227 kc; 119.1, 120.9, 118.5, 109.5 mc.	ASR	Does not gd 109.5 mc.
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.3, 119.1, 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Does not trans 126.18 mc. Does not gd 109.9 mc. Rnwy 36 Arrival and Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 132.3, 135.9, 137.88, 255.4 (On req 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Gds: 119.7, 120.3, 120.5, 122.1, 132.3, 135.9, 137.88, 255.4, (On req 125.1, 125.7, 125.9)

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR			Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	206 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME (test)	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME (test)
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 CO	
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	359 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	109.7	ILG	333.2	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.00	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler								400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME (test)
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME (test)
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	362 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME (test)
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	110.3	BAL	335	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME (test)
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	LMM lctd 0.63 mi, LOM lctd 4.3 mi
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key					0.71	356 EI			
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME (test)
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME (test)
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	4.47	382 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist. 10 mi. BC-unusable. DME
Teterboro (L5)	108.1	TEB	334.4	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	109.7	GFS	333.2	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.71		4.4	221 SY	
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3 W	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG		319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME (test)
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.3	PHL	335	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable. LOM is MHW fac. DME (test)
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7W	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3W	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L5)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME (test)
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L5)	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	MHW	BAE	344		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(1);#,122.1, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
Mobile	SBRAZ-DTV	MOB	248;V;126.7,122.2	(3),255.4	37 A 138 N 217 A 318 N
(1) "	BVOR	MOB	113.3		DME (test)
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME (test)
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	4495,#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		
Douglas	BMRLZ-DTV	DUG	379;V;121.5,126.7	(3),#	50 A 120 N 230 A 300 N
(1) "	BVOR	DUG	112.9		
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		
Payson	HW	PAS	248		
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Show Low	CI		278	3105	(Sunrise-Sunset)
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME (test)
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
"	MHW	IMH	201		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#.255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2	(3),255.4	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		
" Adams	AC(g)		335;126.18,118.7,121.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME (test)
Van Buren	MHW	VBU	236		
Walnut Ridge	BMRLZ-DTV	ARG	308;V;121.5,126.7	(3),#,255.4	20 A 84 N 200 A 264 N
(1) "	BVOR	ARG	115.7		
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification NOTE FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	CWK	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7	(3),#	DME (test)
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME (test)
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7	(3)	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME (test)
" Arpt	AC(g)		242;126.18,119.5,121.5, 257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0,121.3	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		DME (test)
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2	(3),255.4	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME (test)
" Arpt	AC(g)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME (test)
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18,120.5,257.8, 243.0	(2),#	(0700-2300)
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	
Pescadero	HH	PES	190		
(1)Point Reyes	VORW	PYE	113.7		DME (test)
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS -Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME (test)
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
" Mc Clellan AFB	MH	MCC	396		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Salinas	BMRL-DTV	SNS	260;V;121.5,126.7, 255.4	(3),#	30 A 120 N 210 A 300 N
(1) "	BVOR	SNS	112.1		
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME (test)
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528	4495	
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18,132.3, 142.74,233.8,243.0	3023.5;#	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Silver Lake	MRAWZ	SIL	269		32 A 132 N 215 A 312 N
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
Thermal	BMRLZ-DTV	TRM	242;V;121.5,126.7,122.2	(3),#,255.4	56 A 144 N 236 A 324 N
(1) "	BVOR	TRM	114.3		DME (test)
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 384 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MRLZ-DV	COS	224;V;121.5,126.7, 122.2	(3),#,255.4	76 N 166 A 256 N 346 A
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1)Kremmling INSACS-Eagle	BVOR-DVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
Loma	HW	LMA	254		
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7	(3),#,255.4	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5	(2),#	(0645-2245)
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	3105	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(3)Norwich	VORW	ORW	117.9		DME
(1)Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME (test)
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5, 125.1,137.88,125.9, 255.4,125.7,119.7,(trans only 135.0),301.4	#,(Gds 120.5,125.7,125.9 req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136,8,122.1, 126.7	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME (test)
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2,255.4	(3),#	38 A 157 N 218 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME (test)
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(1),#,122.1, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME (test)
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME (test)
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5, 126.18	(2),#	
" Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;126.7,122.2	(3),255.4	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	AC(g)		278;119.9,126.18,121.5, 137.88,363.8,118.1	(2),#,243.0	
Valpariso, Eglin AFB	MRLWZ	VPS	209	(1)	87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME (test)
W. Palm Beach	SBMRA-DTV	PBI	209;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME (test)
" Intnl	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME (test)
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,123.18,121.5	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),3295; 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	#,122.1, 255.4	DME (test)
"	SBMRLZ	CSG	335	(1)	22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	#,122.1,255.4	DME (test)
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME (test)
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Coeur D'Alene	MRLWZ	COE	347		65 A 156 N 267 A 344 N
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	VORW	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
IDAHO					
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	
(1)Twin Falls	VORW	TWF	115.8		DME (test)
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-TV	BDF	382;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	BDF	114.7		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3	#,122.5;3105	
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME (test)
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME (test)
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
Evansville	SBRAZ-DTV	EVV	233;V;126.7,255.4	(3),#	108 N 181 A 263 N 357 A

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Evansville	BVOR	EVV	113.3		
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME (test)
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	BMRLZ-DTV	LAF	227;V;121.5,126.7,122.2	(3),#,255.4	50 A 120 N 230 A 300 N
(1) "	BVOR	LAF	113.5		
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME (test)
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME (test)
IOWA					
Burlington	SBRAZ-DTV	BRL	326;V;121.5,126.7, 122.2	(3),#,255.4	52 N 177 A 245 N 357 A
(1) "	BVOR	BRL	117.9		
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME (test)
" Arpt	AC(g)		278;118.3,121.5,126.18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME (test)
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
Mason City	BH-TV	MCW	227;V;121.5,126.7, 255.4	(3),#	DME (test)
(1) "	BVOR	MCW	114.9		
Ottumwa	BH-DTV	OTM	260;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	OTM	113.4		
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME (test)
" Arpt	AC(g)		396;118.7,121.5,126.18,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Dodge City	BMH-TV	DDC	290;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	DDC	116.4		
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
Goodland	BH-TV	GLD	353;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	GLD	115.1		
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7, 132.3	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		121.5,118.5,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Lebo	HW	LBO	311		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	3023.5;#	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7; 278	(3),#,255.4	
" Smoky Hill AFB	MHW	PBH	365		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2	(3),#,255.4	DME (test)
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	391		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.3		DME
" Arpt	AC(g.7)		278;119.5,121.5,126.18, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0730-2330)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#.255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 124 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(1); #	89 A 146 N 267 A 339 N
(1) "	BVOR	SHV	112.9		DME (test)
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME (test)
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME (test)
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME (test)
Limestone AFB	MHW	LIZ	335		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DV	ADW	379;126.7,122.2	(3)-135.9	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	BVOR	BAL	115.8		DME (test)
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0700-2300)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); # (2105 req)	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME (test)
Shadyside	MHW	SHZ	391		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MH	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVAR-DTVJ	ACK	109.1;V;126.7,121.5, 122.2;278	(3),#,255.4	01 BA 91 NB 181 YN 271 AY
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(1),#,122.5	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7	(3),#,255.4	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0800-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME (test)
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,126.18, 126.5,257.8	(2),#	
Flint	BMH-TV	FNT	335;V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME (test)
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0800-2400)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME (test)
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBMRAZ-DTV	SSM	356;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,126.18, 257.8	(2), #	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3,301.4	#	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME (test)
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		
Willmar	SMRAWZ	ILL	254		75 N 177 A 264 N 357 A

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME (test)
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME (test)
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME (test)
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME (test)
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	
Joplin	BMRLZ-DTV	JLN	400;V;121.5,126.7,122.2	(3),#,255.4	88 N 178 A 268 N 352 A
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME (test)
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1	(2),#	
"	Center		118.9,255.4,132.3	#	
Kirksville	BMRLZ-DTV	IRK	391;V;121.5,126.7	(3),#,255.4	52 A 137 N 232 A 317 N
(1) "	BVOR	IRK	117.1		
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7	(3),#,255.4	
St. Joseph	SBMRLZ-DTV	STJ	341;V;121.5,126.7, 122.2	(3),#,255.4	82 N 172 A 262 N 352 A
(1) "	BVOR	STJ	114.8		DME (test)
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME (test)
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME (test)
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	BVOR	BZN	112.2		
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2	(3)	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME (test)
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME (test)
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME (test)
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	3 A 74 N 183 A 274 N
(1) "	BVOR	MLP	112.3		DME (test)
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME (test)

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
Chadron	BMH-TV	CDR	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	CDR	113.4		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME (test)
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	
(1)Lexington	BVOR-DTVBJ	LXN	112.7;V;121.5,126.7, 122.2;278	(3),#,255.4	DME (test)
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,122.2, 126.7	(3),255.4	71 N 170 A 251 N 350 A
" Arpt	AC		272;118.5,126.18,121.5, 257.8,243.0	(2),#	
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME (test)
" Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
Sidney	BH-TV	SNY	314;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SNY	113.1		
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME (test)
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME (test)
(3)Mormon Mesa	VORW	MMM	114.8	→	DME (test)
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME (test)
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); # →	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn. Opers similar to MH fac.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
Carlsbad	BMRLZ-DTV	CNM	311;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
(1) "	BVOR	CNM	116.8		
Clovis AFB	MHW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2 ←	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME (test)
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Rodeo	MRLWZ	ROD	254		13 A 81 N 193 A 261 N
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME (test)
" Chemung	AC(g)		278;119.1,121.5	(2),#,121.5	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1), 4495	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;224	(3),#,255.4	
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335	4495	62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9, 120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2	(3),#,255.4	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Schenectady Co.	CI		284;126.18	(2),#	0700-2300
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME (test)
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#,257.8	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME (test)
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7 122.2	(3),#,255.4	
(1) "	BVAR	AVL	108.3		21 AY 111 BA 201 NB 291 YN
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,2578	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,126.18,135.9 142.74	#,4495	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338	4495	85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	61 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME (test)
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 158 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0730-2330)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		
(1)Golva	VORW	GOL	116.7		
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	45 A 110 N 225 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME (test)
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3	#	
Clinton Co. AFB	MHW	ILN	219		

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 142.74,121.5,243.0,126.5	(2),#	
Dayton	[redacted]				
(1) "	BVOR	DAY	117.1		DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263,119.3	(2),#	(0800-2400)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	3105;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7;206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	DME (test)
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
"	TVOR	OIV	114.4 (08-17)		
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		DME (test)
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME (test)
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req &	AST airline	323 oper)	3105	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3),121.5	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7	(3),#,255.4	73 N 162 A 243 N 342 A
LaGrande	MHW	LGD	329	(3),#,255.4	
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	(0700-2300)
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req &	OTH airline	206 oper)		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V=135.9,135.0 mc transmitted #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-45)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME (test)
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME (test)
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME (test)
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.9,255.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 137.88,257.8,118.7, AFB	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,137.88, 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading Arpt	AC(g)		281;126.18,119.1,121.5	(2),#	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME (test)
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8	(2),#,121.5	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	4495,(3105 req)	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME (test)
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 124 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME (test)
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME (test)
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,123.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 238 A 328 N
(1) "	BVOR	SPA	115.7		DME (test)
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122 1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc. (g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.**

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	3105	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME (test)
" Arpt	C(g)		278;118.3,121.5	(2),#	
Watertown	BMRLZ-DTV	ATY	382;V;121.5,126.7,122.2	(3),#,255.4	77 A 162 N 257 A 342 N
(1) "	BVOR	ATY	116.6		DME (test)
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(3) "	VORW	CHA	112.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW	CSV	113.4		
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	114.9		
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 151 N 246 A 309 N
(1) "	BVOR	BNA	114.1		
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347 [redacted]	[redacted]	115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME (test)
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME (test)
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 367 N
(1) "	BVOR	BGS	112.9		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	335;121.5,132.3,142.74	(1); #	58 A 145 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc, 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME (test)
" Easterwood	AC(g)		272;1185,121.5,126.18,151.56,257.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	(0700-2000)
" NAS	SBMRLZ	NGP	248;121.5,140.58,142.74, 233.8,243.0,250.6	#,4495	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME (test)
" Love	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2	(3)	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME (test)
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(3)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME (test)
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Hudspeth	VORW	HUP	115.0		
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	JCT	335		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME (test)
Monument	MHW	MNU	245		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME (test)
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		
" Intnl	AC(g)		278;118.7,121.5,118.1	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		
Sweetwater	CI		396;121.5,126.18	3105; #	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
" Pounds Fld	C		206;119.1	119.1	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME (test)
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	121.5,255.4	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME (test)
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME (test)
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	VORW	MLF	112.1		DME (test)
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2	(3)	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME (test)
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DV	ARV	233;126.7,122.2	(3)-135.9	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME (test)
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME (test)
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME (test)
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME (test)
(3)Lawrenceville	VORW	LVL	115.6		DME (test)
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
" Preston Glenn	C(g)		248;119.9	(2),#	
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME (test)
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

AIR NAVIGATION RADIO AIDS

(4-20-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8,, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME (test)
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME (test)
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME (test)
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req &	CLM airline	329 oper)	3105	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req,#	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2	(3)	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, (257.8 req)	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME (test)
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2	(3),#,255.4	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME (test)
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
Stampede Pass	V (Factual wea	SMP .only.)	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272	4495	54 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME (test)
Huntington	BH-DTV	HTW	236;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME (test)
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME (test)
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME (test)
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME (test)
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	(0800-2400)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7	(3)-3105,#	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1 mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7	(3),#	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME (test)
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		248;119.9,126.18,257.8	(2),#	
"	VHF/DF			126.18,(100-156 req)	
Manitowoc (P)	V		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7	(3)	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME (test)
" Mitchell	AC(g)		278;119.1,126.18,121.5	(2),#,257.8	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		DME (test)
Douglas	BMH-TV	DGW	251;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	DGW	114.1		
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME (test)
(3)Moorcroft	VORW	MFW	DECOMMISSIONED		
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME(test)
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		DME (test)
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3, 121.5	(2),#	
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	
NEW FACILITIES (or facilities out of alphabetical alignment)					
Hubbard, Ohio	MHW	HBD	408		
Farallon Island, Calif.	HW	R	314		
(3)Centralia, Ill.	VORW	ENL	115.0		
Newark, Tex.	HW	EWX	233		
Madison, Truax Fld, Wisc.	UHF/DF			257.8	
Derby (A), Kans.	HW	IAB	299		
Reading, General Spaatz, Penna.	UHF/DF			100-256 mc	
Hagerstown Arpt., Maryland	CI		203;126.18	3105;122.5, #	(0730-2400 Mon thru Fri.)
Pt. Mugu NAS, Calif.	H	NTD	532		
Limestone AFB, Maine	VORW	LIZ	115.0		
Minneapolis-St. Paul Intnl., Minn.	VHF/DF			100-156	

V=135.9,135.0 mc transmitted. #=Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1,126.7,135.9 mc. e.g.,(3)-135.9,122.1 guards every frequency in group (3) except 135.9,122.1mc.(g)=Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl ground traffic. *=Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE ONE ON WHICH FACILITY OPERATES; OTHERS ARE FOR COMMUNICATION PURPOSES.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

✓ AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations, outer compass locators and fan markers).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

At fan markers, the present tone identification (one dash, two dashes, etc.) is alternated with voice identification (e. g., "New Rochelle Fan"). Since these facilities are not listed in the ANRA pages, a list of fan markers where voice identification has been added follows:

Avon Lake, Ohio; Morgan Hill, Calif.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ AIRMAN'S GUIDE PRICE REDUCED: Effective immediately the annual subscription rate of the Airman's Guide is reduced to $2.75 domestic and $3.75 foreign. This price, as in the past, includes the 26 issues of the Guide plus the annual Flight Information Manual. This price reduction reflects changes made in the size of the Airman's Guide during the past several weeks. The contents of the Guide will continue, as at present, to consist of the following: Notams (including Special Notices) in every issue; radio facility data listing in every other issue; and the Directory of Airports will be carried once each quarter.

✓ EXPLANATION: CAA "LOW ALTITUDE CONTROL" SERVICE: The expression, "Low Altitude Control" applies to the air traffic control service available to aircraft operating on approved IFR flight plans at lower altitudes between specified terminals and is handled by CAA approach control towers.

✓ VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of April 16, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer

GROUND (Cont'd)

Fresno, Calif., Fresno Air Terminal
Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International

VOR CHECK POINTS (Continued):

Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso-Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Houston, Texas, Ellington AFB (Houston VOR)
Knoxville, Tenn., McGhee-Tyson
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline-Quad City
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ottumwa, Iowa
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Midland-Air Terminal
Miles City, Mont.
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Ontario, Calif., Ontario-International
Palmdale, Calif., Palmdale-Los Angeles County
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and Sulphur Springs VOR)
White Plains, N. Y., Westchester Co.
Wilkes-Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

BTR	Baton Rouge, La., Ryan Field (Change from Harding Field)
BTY	Beatty, Nev., REP (Reassignment)
BXR	San Antonio, Texas, Bexar County Airport (Deletion)
DBI	Darby Intersection, Alaska, REP (Assignment)
HFF	Hoffman, N. C., Mackall AFB (Assignment)
LNC	Lancaster, Calif., War Eagle Field (Deletion)
RIR	Riverside, Calif., Riverside-FlaBob Airport (Change from Riverside Arpt)
SFP	Indianapolis, Ind., Stout Field (Deletion)
SLY	Slana, Alaska, Radiobeacon (Assignment)
SSU	White Sulphur Springs, W. Va., Greenbrier Airport (Change from WSS)
SYG	Sterling, Ill., Sterling Airport (Deletion)
TTN	Trenton, N. J., Mercer County Airport (Reassignment)

MINIMUM EN ROUTE IFR ALTITUDES: Effective April 20, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 3 is amended to read in part:		
Philipsburg, Pa. (LFR)	Selinsgrove, Pa. (LF/RBN)	4,000
Selinsgrove, Pa. (LF/RBN)	Slatington (INT), Pa.	3,500
(2) Green Civil Airway No. 6 is amended to read in part:		
Greensboro, N. C. (LFR)	South Boston (INT), Va.	2,300
South Boston (INT), Va.	Blackstone, Va. (LFR)	2,000
(3) Amber Civil Airway No. 5 is amended to read in part:		
Waterloo (INT), Ill.	St. Louis, Mo. (LFR)	2,200
(4) Amber Civil Airway No. 6 is amended to read in part:		
Columbus, Ohio (LFR)	A beam of Mansfield, Ohio (LF/RBN)	2,500
A beam of Mansfield, Ohio (LF/RBN)	Brighton (INT), Ohio	2,400
Brighton (INT), Ohio	Elyria, Ohio (LF/RBN)	2,200
(5) Red Civil Airway No. 3 is amended to read in part:		
Mt. Holly (INT), N. J.	Freehold (INT), N. J.	1,500
(6) Red Civil Airway No. 8 is amended to read in part:		
Williamsport, Pa. (LFR)	Plymouth (INT), Pa.	4,000
Plymouth (INT), Pa.	Stroudsburg (INT), Pa.	3,500
(7) Red Civil Airway No. 13 is amended to read in part:		
Butler, Pa. (LF/RBN)	Ford (INT), Pa.	3,000
Ford (INT), Pa.	Philipsburg, Pa. (LFR)	4,000
(8) Red Civil Airway No. 17 is amended to read in part:		
Mansfield, Ohio (LF/RBN)	Bergholz, Ohio (LF/RBN)	2,500
Bergholz, Ohio (LF/RBN)	Pittsburgh, Pa. (LFR)	2,700
(9) Red Civil Airway No. 21 is amended by adding:		
Selinsgrove, Pa. (LF/RBN)	Wilkes-Barre, Pa.(LFR)	3,500
(10) Red Civil Airway No. 26 is amended to read in part:		
Wilkes-Barre, Pa. (LFR)	Slatington (INT), Pa.	3,500
(11) Red Civil Airway No. 27 is amended to eliminate:		
Int. 358° T from Lexington, Ky. (LF/RBN) & E crs Louisville, Ky. (LFR)	Union (INT), Ky.	2,000
Union (INT), Ky.	Mt. Healthy (INT), Ohio	2,300
Mt. Healthy (INT), Ohio	Dayton, Ohio (LFR)	2,500
Dayton, Ohio (LFR)	Troy (INT), Ohio	2,100
Troy (INT), Ohio	Findlay, Ohio (LF/RBN)	2,100
(12) Red Civil Airway No. 46 is amended to eliminate:		
Jamestown, N. D. (LFR)	Aberdeen, S. D. (LFR)	2,800
(13) Red Civil Airway No. 55 is amended to read in part:		
Findlay, Ohio (LF/RBN)	Columbus, Ohio (LFR)	2,500
(14) Red Civil Airway No. 61 is amended to read in part:		
Butler, Pa. (LF/RBN)	*New Alexandria (INT), Pa.	3,000
*4,000' - Minimum crossing altitude at New Alexandria (LF/RBN), E-bound		
(15) Red Civil Airway No. 85 is amended to read in part:		
Butler, Pa. (LF/RBN)	Apollo (INT), Pa.	3,000
Apollo (INT), Pa.	Altoona, Pa. (LFR)	4,500
(16) Red Civil Airway No. 103 is amended by adding:		
Kenai, Alaska (LFR)	Skilak (INT), Alaska	1,500
(17) Blue Civil Airway No. 41 is amended to read in part:		
Westfield, Mass. (LFR)	Hadley (INT), Mass.	3,000
Hadley (INT), Mass.	Greenfield (INT), Mass.	3,500
(18) Blue Civil Airway No. 42 is amended to read in part:		
Grand Rapids, Mich. (LFR)	Saginaw, Mich. (LF/RBN)	2,200
(19) Blue Civil Airway No. 73 is amended to read in part:		
Pittsburgh, Pa. (LFR)	Ford (INT), Pa.	3,000
Ford (INT), Pa.	Brookville, Pa. (LF/RBN)	3,500
(20) Blue Civil Airway No. 75 is added to read:		
Cleveland, Ohio (LFR)	*London, Ontario, Canada (LFR)	2,400
*For that airspace over U. S. territory		
(21) Blue Civil Airway No. 80 is added to read:		
Darby (INT), Alaska	Moses Point, Alaska (LFR)	3,600
(22) Blue Civil Airway No. 86 is amended to eliminate:		
Ft. Wayne, Ind. (LFR)	Dayton, Ohio (LFR)	2,200
(23) VOR Civil Airway No. 3 is amended by adding:		
Flat Rock, Va. (VOR)	Potomac (INT), Va.	*3,000
*1,500' - Minimum terrain clearance altitude		
(24) VOR Civil Airway No. 4 is amended to read in part:		
St. Louis, Mo. (VOR)	Centralia, Ill. (VOR)	2,100
Via N alternate	Via N. alternate	2,000
Centralia, Ill. (VOR)	Evansville, Ind. (VOR)	2,100
Via S alternate	Via S. alternate	2,100
(25) VOR Civil Airway No. 5 is amended to read in part:		
Bowling Green, Ky. (VOR)	Louisville, Ky. (VOR)	2,200
Bowling Green, Ky. (VOR)	Campbellsville (INT), Ky.	
Via E alternate	Via E alternate	*3,000
*2,400' - Minimum terrain clearance altitude		
Campbellsville (INT), Ky.	Louisville, Ky. (VOR)	
Via E alternate	Via E alternate	*3,000
*2,400' - Minimum terrain clearance altitude		
(26) VOR Civil Airway No. 6 is amended to read in part:		
Selinsgrove, Pa. (VOR)	Allentown, Pa. (VOR)	3,500
Allentown, Pa. (VOR)	Summit (INT), N. J.	2,500
(27) VOR Civil Airway No. 8 is amended to read in part:		
Mansfield, Ohio (VOR)	Bergholz (INT), Ohio	2,500
Bergholz (INT), Ohio	Pittsburgh, Pa. (VOR)	2,700
(28) VOR Civil Airway No. 9 is amended to read in part:		
Greenwood, Miss. (VOR)	Memphis, Tenn. (VOR)	1,800
Via E alternate	Via E alternate	1,600
(29) VOR Civil Airway No. 10 is amended to read in part:		
Erie, Pa. (VOR)	Hallton (INT), Pa.	*5,000
*4,000' - Minimum terrain clearance altitude		
Hallton (INT), Pa.	Philipsburg, Pa. (VOR)	4,000
Selinsgrove, Pa. (VOR)	Allentown, Pa. (VOR)	3,500
Int. 62° mag. Litchfield, Mich. (VOR) & 279° mag. Detroit, Mich. (VOR)	Detroit, Mich. (VOR)	
Via N alternate	Via N alternate	*3,000
*2,500' - Minimum terrain clearance altitude		
(30) VOR Civil Airway No. 10 is amended by adding:		
Dodge City, Kans. (VOR)	Great Bend (INT), Kansas	
Via N alternate	Via N alternate	*6,000
*3,600' - Minimum terrain clearance altitude		
Great Bend (INT), Kans.	Hutchinson, Kans. (VOR)	
Via N alternate	Via N alternate	*6,000
*3,200' - Minimum terrain clearance altitude		
(31) VOR Civil Airway No. 23 is amended to read in part:		
Fort Jones, Calif. (VOR)	Medford, Oregon (VOR)	10,000
(32) VOR Civil Airway No. 26 is amended to read in part:		
Green Bay, Wis. (VOR)	Muskegon, Mich. (VOR)	*3,200
*2,700' - Minimum terrain clearance altitude		
(33) VOR Civil Airway No. 29 is amended to read in part:		
Allentown, Pa. (VOR)	Wilkes-Barre-Scranton, Pa. (VOR)	3,500
(34) VOR Civil Airway No. 30 is amended to read in part:		
Selinsgrove, Pa. (VOR)	Allentown, Pa. (VOR)	3,500
Allentown, Pa. (VOR)	Summit (INT), N. J.	2,500
(35) VOR Civil Airway No. 39 is amended to read in part:		
Allentown, Pa. (VOR)	Stroudsburg (INT), Pa.	3,000
Stroudsburg (INT), Pa.	Poughkeepsie, N. Y. (VOR)	*4,000
*3,000' - Minimum terrain clearance altitude		
(36) VOR Civil Airway No. 47 is amended to read in part:		
Dayton, Ohio (VOR)	Findlay, Ohio (VOR)	2,200
Via W alternate	Via W alternate	2,300

MINIMUM EN ROUTE IFR ALTITUDES (Cont'd)

From	To	Min. Alt.
(37) VOR Civil Airway No. 51 is added to read:		
Chattanooga, Tenn. (VOR)	Crossville, Tenn. (VOR)	5,000
Crossville, Tenn. (VOR)	Highway (INT), Tenn.	5,000
Highway (INT), Tenn.	Campbellsville (INT), Ky.	*5,000
*3,000' - Minimum terrain clearance altitude		
Campbellsville (INT), Ky.	Louisville, Ky. (VOR)	*3,000
*2,400' - Minimum terrain clearance altitude		
(38) VOR Civil Airway No. 92 is amended to read in part:		
Republic (INT), Ohio	Mansfield, Ohio (VOR)	2,500
(39) VOR Civil Airway No. 106 is amended to read in part:		
Selinsgrove, Pa. (VOR)	Wilkes-Barre-Scranton, Pa. (VOR)	3,500
(40) VOR Civil Airway No. 107 is amended to read in part:		
Coalinga, Calif. (VOR)	Oakland, Calif. (VOR)	7,000
Larry (INT), Calif.	Mt. Hamilton (INT), Calif. (Northbound only)	6,500
Mt. Hamilton (INT), Calif.	Mt. Day (INT), Calif. (Northbound only)	6,000
Mt. Day (INT), Calif.	Mission (INT), Calif. (Northbound only)	6,000
Mission (INT), Calif.	Oakland, Calif. (VOR) (Northbound only)	3,500
(41) VOR Civil Airway No. 119 is amended to read in part:		
Pittsburgh, Pa. (VOR)	Ford (INT), Pa.	3,000
Ford (INT), Pa.	*Brookville (INT), Pa.	3,500
*4,00' - Minimum reception altitude		
(42) VOR Civil Airway No. 131 is amended to read:		
Ponca City, Okla. (VOR)	Cambridge (INT), Kans.	3,500
Cambridge (INT), Kans.	Emporia, Kans. (VOR)	*3,500
*2,800' - Minimum terrain clearance altitude		
*Cambridge (INT), Kans.	Ponca City, Okla. (VOR) (SW bound only)	2,500
*5,000' - Minimum reception altitude		
(43) VOR Civil Airway No. 132 is added to read:		
Goodland, Kans. (VOR)	Great Bend (INT), Kans.	*8,500
*5,000' - Minimum terrain clearance altitude		
Great Bend (INT), Kans	Hutchinson, Kans. (VOR)	*8,000
*3,200' - Minimum terrain clearance altitude		
(44) VOR Civil Airway No. 136 is added to read:		
Pulaski, Va. (VOR)	Wirtz (INT), Va.	5,500
Wirtz (INT), Va.	Penhook (INT), Va.	5,000
Penhook (INT), Va.	Danville, Va. (VOR)	3,000
(45) VOR Civil Airway No. 139 is amended to read in part:		
Lafayette (INT), R. I.	Providence, R. I. (ILS localizer)	1,600
Providence, R. I. (ILS localizer)	Boston, Mass. (ILS localizer)	1,700
(46) VOR Civil Airway No. 140 is added to read:		
Montebello, Va. (VOR)	Sperryville (INT), Va.	5,500
*Sperryville (INT), Va.	Herndon, Va. (VOR)	3,000
*4,000' - Minimum crossing altitude at Sperryville (INT), SW bound		
Philadelphia, Pa. (ILS localizer)	Mt. Holly (INT), N. J.	1,800
Mt. Holly (INT), N. J.	Colts Neck, N. J. (VOR)	1,500
(47) VOR Civil Airway No. 142 is added to read:		
Buffalo, N. Y. (VOR)	Medina (INT), N. Y.	2,000
Medina (INT), N. Y.	Rochester, N. Y. (VOR)	2,000
(48) VOR Civil Airway No. 144 is added to read:		
Morgantown, W. Va. (VOR)	Front Royal, Va. (VOR)	5,000
(49) VOR Civil Airway No. 146 is added to read:		
Poughkeepsie, N. Y. (VOR)	Bradley (INT), Conn.	3,000
Bradley (INT), Conn.	*Woodstock (INT), Conn.	**3,500
*3,500' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
(50) VOR Civil Airway No. 147 is added to read:		
Allentown, Pa. (VOR)	Crystal Lake, Pa. (LF/RBN)	3,500
Crystal Lake, Pa. (LF/RBN)	Elmira, N. Y. (VOR)	4,000
Elmira, N. Y. (VOR)	Burns (INT), N. Y.	3,500
Burns (INT), N. Y.	Avon (INT), N. Y.	3,500
*Avon (INT), N. Y.	Rochester, N. Y. (VOR)	2,000
*3,000' - Minimum reception altitude		
(51) VOR Civil Airway No. 149 is added to read:		
Allentown, Pa. (VOR)	Crystal Lake, Pa. (LF/RBN)	3,500
Crystal Lake, Pa. (LF/RBN)	Binghamton, N. Y. (VOR)	3,500
(52) VOR Civil Airway No. 151 is added to read:		
Woonsocket (INT), Mass.	Millbury (INT), Mass.	2,000
Millbury (INT), Mass.	Gardner, Mass. (VOR)	3,000
(53) VOR Civil Airway No. 153 is added to read:		
Stroudsburg (INT), Pa.	Wilkes-Barre-Scranton, Pa. (VOR)	3,500
(54) VOR Civil Airway No. 155 is added to read:		
Gordonsville, Va. (VOR)	*Sperryville (INT), Va.	5,000
*4,000' - Minimum reception altitude		
Sperryville (INT), Va.	Front Royal, Va. (VOR)	5,000
(55) VOR Civil Airway No. 157 is added to read:		
Lawrenceville, Va. (VOR)	Richmond, Va. (LFR)	1,500

✓ PILOTS CONTEMPLATING FOREIGN FLIGHTS: Pilots contemplating flying over or landing in any foreign country are urged to consult the current International Flight Information Manual published by U. S. Government Printing Office, or nearest CAA International District Office, and CAA International Notam Office to determine procedures required by those foreign countries intended to be traversed.

✓ CIVIL AIRWAY, CONTROL AREA EXTENSION, AND REPORTING POINT AMENDMENTS: Effective May 11, 1954, civil airways, control area extensions and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Blue Civil Airway No. 4 is amended by changing caption to read: "(Boston, Mass. to U. S. Canadian Border)" and by deleting the first portion which reads: "From the Nantucket, Mass. VHF radio range station via the intersection of the NW course of the Nantucket, Mass. VHF radio range and the SE course of the Squantum, Mass. (Navy) radio range to the Squantum, Mass. (Navy) radio range station."

(2) VOR Civil Airway No. 3 (Key West, Fla. to Bangor, Maine) is amended by deleting the portion which reads: "Lawrenceville, Va. omnirange station; intersection of the Lawrenceville omnirange 035° true and the Flat Rock omnirange 171° true radials;" and substituting the following in lieu thereof: "Lawrenceville, Va. omnirange station; intersection of the Lawrenceville omnirange 035° true and the Flat Rock omnirange 171° true radials, excluding the portion which overlaps the Camp Pickett danger area (D-44);"

(3) VOR Civil Airway No. 136 (Pulaski, Va. to Danville, Va.), is amended by deleting the portion which reads: "Danville omnirange 297° true" and substituting in lieu thereof; "Danville omnirange 298° true."

CONTROL AREA EXTENSIONS: (1) (Nantucket, Mass.) is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass. non-directional radio beacon to a circle 15 miles in radius centered at midway point on a direct line between the Nantucket, Mass. non-directional radio beacon and the Yarmouth, Nova Scotia, radio range station to a circle 5 miles in radius centered on the Yarmouth, Nova Scotia, radio range station, excluding that portion below 2,000 feet except that airspace which lies within the confines of civil airways, and excluding those portions which overlap Warning Areas (W-21, W-95 and W-104)."

(2) (Nantucket, Mass.) is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass. non-directional radio beacon to a circle 15 miles in radius centered at the intersection of a line bearing 77° true from the Nantucket non-directional radio beacon and the Western Boundary of the ICAO Control Area, excluding that portion below 2,000 feet except that area which lies within the confines of civil airways."

(3) (Nantucket, Mass.) is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Nantucket, Mass. non-directional radio beacon to a circle 15 miles in radius centered at the intsxn of a line bearing 164° true from the Nantucket non-directional radio beacon and the Western Boundary of the ICAO Control Area, airways, and excluding the portion which overlaps Warning Area (W-105)."

(4) (New York, N. Y.) is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered at the intersection of the east course of the New York (LaGuradia), N. Y. radio range and the NE course of the Mitchel AFB, N. Y. radio range to a circle 5 miles in radius centered at the intersection of the SE course of the Quonset Point, R. I., Navy, radio range and a line bearing 254° true from the Nantucket, Mass. directional radio beacon to a circle 5 miles in radius centered on the Nantucket non-directional radio beacon, excluding that portion below 2,000 feet between the intersection of the east course of the New York (LaGuardia) radio range and the SW course of the Providence, R. I. radio range to the Nantucket non-directional radio beacon."

(5) (Idlewild, N. Y.) is amended to read: "That airspace within 5 miles either side of a direct line extending from the intersection of the SE course of the Mitchel AFB, N. Y. radio range and the Riverhead, N. Y. omnirng 223° true radial to the Nantucket, Mass. non-direc-

tional radio beacon, excluding that portion below 2,000 feet and excluding the portion which overlaps Warning Areas W-105 and W-106."

(6) (Nantucket, Mass.) is amended to read: "That airspace within 5 miles either side of a direct line extending from the Nantucket non-directional radio beacon to the Martha's Vineyard, Mass. non-directional radio beacon."

REPORTING POINTS: (1) Red Civil Airway No. 22 (Mt. Clemens, Mich. to Albany, N. Y.) is amended by deleting the following reporting point: "the intersection of the SE course of the Utica, N. Y. radio range and the W course of the Albany, N. Y. radio range." (Starkville intersection).

(2) OTHER REPORTING POINTS are amended by changing the following reporting points to read:

Cod Intersection: Intersection of a line bearing 77° true from the Nantucket, Mass. non-directional radio beacon and the Western boundary of the New York Oceanic control area.

East Nantucket Intersection: Intersection of a line bearing 77° true from the Nantucket, Mass. non-directional radio beacon and the SE course of the Squantum, Mass. (Navy) rdo rng.

Seal Intersection: Intersection of a line bearing 164° true from the Nantucket, Mass. non-directional radio beacon and the Western boundary of the New York Oceanic control area.

(3) CHANGE the heading of the East Charleston Intersection to read: "Azalea Intersection" and of the East Melbourne Intersection to read: "Balsa Intersection".

(4) DELETE the following reporting point: "Vineyard Intersection - intersection of the W course of the Nantucket, Mass. VHF radio range and the SE course of the Quonset Point, R. I. (Navy) radio range."

DOMESTIC VOR REPORTING POINTS are amended by adding and revoking the following:

ADDITIONS:

(5) Millbury Intersection - intersection of the Hartford, Conn. omnirng 044° true and the Gardner, Mass. omnirng 152° true radials.

(6) Crystal Lake Intersection - intersection of the Allentown, Pa. omnirng 329° true and the Wilkes Barre-Scranton, Pa. omnirng 224° true radials.

(7) Atwater Intersection - the intersection of the Youngstown, Ohio omnirng 240° true and the Cleveland, Ohio omnirng 116° true radials.

(8) Marchand Intersection - intersection of the Youngstown, Ohio omnirng 231° true and the Cleveland, Ohio omnirng 132° true radials.

(9) Stonyfork Intersection - intersection of the Elmira, N. Y. omnirng 212° true and the Bradford, Pa. omnirng 097° true radials.

REVOKE:

(10) Millbury Intersection - intersection of the Hartford, Conn. omnirng 045° true and the Gardner, Mass. omnirng 152° true radials.

(11) Henrietta Intersection - intersection of the Lansing, Mich. omnirng 148° true and the Detroit, Mich. omnirng 276° true radials.

(12) Milford Intersection - intersection of the Lansing, Mich. omnirng 099° true and the Detroit, Mich. omnirng 343° true radials.

DANGER AREA AMENDMENT: The following Danger Area Amendment shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 76 to PART 608-DANGER AREAS
(June 13, 1954)

In Section 608.58 a Guernsey, Wyo., temporary area, is added to read: Location: GUERNSEY (Casper Chart); Description: Beginning at lat. 42-28-00, long. 104-54-00, thence to lat. 42-28-00, long. 104-50-00; thence to lat. 42-20-00, long. 104-44-00; thence to lat 42-18-00, long. 104-44-00; thence to lat 42-18-00, long. 104-50-30; thence to lat 42-22-00, long. 104-53-30, to point of beginning; Altitudes: Surface to 16,000 feet MSL; Time: Daily 0800-1700, from June 13, 1954 through June 26, 1954; Using Agency: Wyoming National Guard.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 7, Part 1, dated May 1, 1953 and Part 2, dated June 1, 1953, as follows:

(1) PART 1. Page 21. Change Medford, Oregon CAA telephone number to 2-6523.

(2) PART 2. Page 77. LFR Procedures. Change facility identification of Lynchburg, Va. to read LYH.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) HICKORY INTERSECTION - intersection of Bradford, Pa. VOR 261° magnetic radial with Erie VOR 127° magnetic radial.

(2) BLUE PIKE INTERSECTION - intersection of Clear Creek, Ontario LFR SW course with Erie VOR 283° magnetic radial.

(3) BOLIVOR INTERSECTION - intersection of Akron-Canton ILS south course with Mansfield, Ohio VOR 103° magnetic radial.

(4) EASTON INTERSECTION - intersection of the Gardner, Mass. VOR 141° magnetic radial with Boston ILS south course.

(5) NATICK INTERSECTION - intersection of Gardner, Mass. VOR 128° magnetic radial with Boston VOR en route radial to Millbury intersection.

(6) STARKVILLE INTERSECTION - intersection Albany, N. Y. LFR NW course with Utica LFR SW course.

(7) CHIPPEWA INTERSECTION - intersection of the Cleveland VOR direct radial to Wheeling VOR with Mansfield, VOR 051° magnetic radial and/or Wellington VAR east course.

(8) TROY INTERSECTION - intersection Columbus low frequency range west course with 147° magnetic bearing to Tipp City H facility and/or with Dayton VOR 020° mag. radial.

(9) MARBLEHEAD INTERSECTION - intersection Detroit VOR 147° magnetic radial with Mansfield VOR 349° magnetic radial.

(10) PERU INTERSECTION - intersection Wellington VAR W course with Mansfield VOR 349° magnetic radial.

(11) FORD INTERSECTION - intersection Pittsburgh VOR en route radial to Brookville with 272° magnetic radial to Butler H facility.

(12) BRIGHTON INTERSECTION - intersection Columbus LFR NE course with Wellington VAR west course.

(13) STROUDSBURG INTERSECTION - intersection Wilkes-Barre VOR 156° magnetic radial with Allentown VOR direct radial to Poughkeepsie VOR.

(14) CAMPBELLSVILLE INTERSECTION - intersection Bowling Green VOR 060° magnetic radial with Louisville VOR direct radial to Crossville VOR.

(15) WOONSOCKET INTERSECTION - intersection Norwich VOR direct radial to Boston VOR with extension of Gardner VOR direct radial to Millbury Intersection.

(16) BURNS INTERSECTION - intersection Rochester VOR 192° magnetic radial with Elmira VOR direct radial to Buffalo VOR.

(17) SPERRYVILLE INTERSECTION - intersection Herndon VOR direct radial to Montebello VOR with Front Royal VOR direct radial to Gordonsville VOR.

(18) WOODSTOCK - intersection Hartford VOR direct radial to Millbury Intersection with Westfield LFR SE course.

(19) AVON INTERSECTION - Intersection Rochester VOR 192° magnetic radial with Buffalo VOR 099° magnetic radial.

(20) POTOMAC INTERSECTION - intersection Gordonsville VOR direct radial to Dover VOR with Flat Rock VOR direct radial to Quantico LFR station.

(21) McKENNEY INTERSECTION - intersection of Lawrenceville, Va. VOR 040° magnetic radial with Flat Rock, Va. VOR en route radial on Victor 3.

(22) LYNN INTERSECTION - intersection of Binghamton, N. Y. VOR direct radial to Crystal Lake, Pa. H facility with Wilkes-Barre, Pa. VOR direct radial to Elmira, N. Y. VOR.

(23) COLLY INTERSECTION - intersection of Elmira, N. Y. VOR direct radial to Crystal Lake, Pa. H facility with Wilkes-Barre, Pa. VOR direct radial to Bradford, Pa. VOR.

(24) HARVEY INTERSECTION - intersection of Elmira, N. Y. VOR direct radial to Crystal Lake, Pa. H facility with Wilkes-Barre, Pa. VOR direct radial to Williamsport LFR station.

(25) WIRTZ INTERSECTION - intersection of Pulaski, Va. VOR 097° magnetic radial with Roanoke, Va. LFR south course.

(26) GROTTOES INTERSECTION - intersection of Front Royal, Va. VOR direct radial to Montebello, Va. VOR with Gordonsville, Va. VOR direct radial to Elkins, W. Va. VOR.

(27) LOWELL INTERSECTION - intersection of Gardner, Mass. VOR 094° magnetic radial with Boston, Mass. VOR direct radial to Concord, N. H. VOR.

(28) LEESBURG INTERSECTION - intersection Herndon, Va. 296° magnetic radial with Martinsburg 163° magnetic radial.

(29) PLAINS INTERSECTION - intersection Herndon, Va. 237° magnetic radial with Front Royal, Va. 118° magnetic radial.

(30) ORLEAN INTERSECTION - intersection Herndon, Va. 237° magnetic radial with Front Royal 150° magnetic radial.

(31) GEORGETOWN INTERSECTION - intersection Washington, D. C. 322° magnetic radial with Baltimore, Md. 235° magnetic radial.

(32) RIVERDALE INTERSECTION - intersection Baltimore 225° magnetic radial with Herndon, Va. 111° magnetic radial.

(33) SPRINGFIELD INTERSECTION - intersection Herndon, Va. 152° magnetic radial with Washington 252° magnetic radial.

(34) ELLICOTT CITY INTERSECTION - intersection Washington, D. C. 028° magnetic radial with Baltimore 288° magnetic radial.

(35) SHADYSIDE INTERSECTION - intersection Dover, Del. 252° magnetic radial with Baltimore, Md. 180° magnetic radial.

(36) CHARLOTTE HALL INTERSECTION - intersection Washington, D. C. 159° magnetic radial with Baltimore 193° magnetic radial.

(38) DONCASTER INTERSECTION - intersection Washington, D. C. 203° magnetic radial with Herndon, Va. 159° magnetic radial.

(39) CASANOVA INTERSECTION - intersection Herndon, Va. 216° magnetic radial with Front Royal, Va. 150° magnetic radial.

(40) KENSINGTON INTERSECTION - intersection Herndon, Va. 095° magnetic radial with Washington, D. C. 358° magnetic radial.

(41) LIBERTY INTERSECTION - intersection Patterson LFR west course with 015° magnetic bearing to Dayton ILS LOM and/or with Dayton VOR 202° magnetic radial.

(42) WEST HENRIETTA INTERSECTION - intersection of Rochester, N. Y. VOR 192° magnetic radial with Buffalo, N. Y. LFR east course.

NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) PERCH INTERSECTION - direction from holding point - NW; direction of turn - LEFT; time - 2 minutes. Min. Alt. 2300'. (This corrects Airman's Guide, Vol. 9, No. 2, dated April 6, 1954.)

(2) LEESBURG INTERSECTION - direction from holding point - NW; direction of turn - RIGHT on SW side Martinsburg 163° magnetic radial; time - one minute. Min. alt. 3000'.

(3) PLAINS INTERSECTION - direction from holding point - SW; direction of turn - RIGHT on SE side Herndon 237° magnetic radial; time - one minute. Min. Alt. 3,000'.

(4) ORLEAN INTERSECTION - direction from holding point - SW; direction of turn - RIGHT on SE side Herndon 237° magnetic radial; time - one minute. Min. Alt. 4,000'.

(5) GEORGETOWN INTERSECTION - direction from holding point - NW; direction of turn - RIGHT on SW side Washington 322° magnetic radial; time - one minute. Min. Alt. 1800

(6) RIVERDALE INTERSECTION - direction from holding point - NE; direction of turn - RIGHT on NW side Baltimore 225° magnetic radial; time - one minute. Min. alt. 1500'

(7) SPRINGFIELD INTERSECTION - direction from holding point - NW; direction of turn - RIGHT on SW side Herndon 152° magnetic radial; time - one minute. Min alt. 2500'.

(8) ELLICOTT CITY INTERSECTION - direction from holding point - N; direction of turn - LEFT on E side Washington 028° magnetic radial; time - one minute. Min. alt. 3000'.

(9) SHADYSIDE INTERSECTION - direction from holding point - NE; direction of turn - LEFT on SE side Dover 252° magnetic radial: time - one minute. Min. Alt. 3000'.

(10) CHARLOTTE HALL INTERSECTION - direction from holding point - SE; direction of turn - RIGHT on SE side Washington 159° mag. radial; time - one minute. Min. Alt. 3000'.

(11) DONCASTER INTERSECTION - direction from holding point - S; direction of turn - RIGHT on E side Washington 203° magnetic radial; time - one minute. Min. Alt. 3000'.

(12) CASANOVA INTERSECTION - direction from holding point - SW; direction of turn - RIGHT on SE side Herndon 216° magnetic radial; time - one minute. Min. Alt. 3000'.

(13) KENSINGTON INTERSECTION - direction from holding point - E; direction of turn - RIGHT on N side Herndon 095° magnetic radial; time - one minute. Min. Alt. 2000'.

(14) ANDREWS INTERSECTION - direction from holding point - S; direction of turn - RIGHT on E side Baltimore 203° radial; time - one minute. Min. Alt. 1500'.

(15) LISBON INTERSECTION - direction from holding point - W; direction of turn - RIGHT on south side Baltimore 288° radial; time - one minute. Min. Alt. 3000'.

(16) BALTIMORE - hold at Baltimore VOR NE (052° radial) on SE side with left turns; min. alt. 2000'.

AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective immediately unless otherwise shown.

(1) Effective May 1, 1954, the Boston ARTC boundary on Victor 104 will be 15 miles NW Massena VOR station.

(2) The Atlanta-Cincinnati ARTC boundary is located 25 miles south of the Highway Intersection. The Flight-Advisory boundary is as follows: Beginning at the west edge of of Red Civil Airway No. 27, at a point 25 miles south of the Corbin, Ky. VAR station thence SW to a point 25 miles south of the Highway Intersection on VOR Civil Airway No. 51; thence SW to 36-15N, 85-45W.

(3) The Atlanta-Memphis Flight Advisory Boundary is established: Beginning at 36-15N, 85-45W; thence SE to the north edge of Green civil airway No. 5 at a point 10 miles SE of the Smithville, Tenn. LF range station.

(4) The Memphis-Cincinnati Flight Advisory Boundary is established: Beginning at 36-15N, 85-45W, thence north to the east edge of VOR civil airway No. 5E at a point 25 miles NE of the Bowling Green, Ky. VOR station.

(5) The Atlanta-Washington ARTC boundary is established 20 miles east of the Pulaski, Va. VOR station. The Flight-Advisory boundary is as follows: Beginning at the south edge of VOR civil airway No. 136 at a point 20 miles east of the Pulaski, Va. VOR station, thence southeast to 36-32-30N, 79-47W.

(6) Effective April 24, 1954, the Tampa ARTC will assume control of all IFR traffic operating within control areas from Tampa to the following boundaries: 25 miles SE of Cross City radio range stn on Civil Airway Red 25 and Victor 7; 50 miles NE of Tampa Radio Range station on Civil Arwy Red 47; 25 miles SE of Labelle Intsxn on Civil Arwy Red 101; 25 miles SE of Ft. Myers radio range station on Civil Airway Red 25 and Victor 7; 15 miles S of Sanibel Intsxn (SW crs Ft. Myers rdo rng and N crs of Key West rdo rng) on CA 1228; New Orleans Oceanic Control Area boundary on CA 1226; and including Ft. Myers and Tampa control area extensions to the boundary as specified foregoing on CA 1228. Concurrently TAMPA FLIGHT ADVISORY AREA will extend from New Orleans Oceanic Control Area Boundary and lat. 28-45N thence to 25 miles SE of Cross City, thence following the east boundary of Tampa control area to 25 miles SE of Labelle Intsxn, thence to 25 miles SE of Ft. Myers, thence to 15 miles S of Sanibel Intsxn, thence to New Orleans Oceanic Control Area Boundary and lat. 26-30N, thence following the E boundary of New Orleans Oceanic Control Area to point of origin. Concurrently radar departure procedures will be inaugurated by Tampa center and radar departure service will be provided Tampa Intn'l Arpt, MacDill AFB, Pinellas Co. Intn'l Arpt, Knight Arpt and Whitted Arpt. Rdo freqs of Tampa Center are assigned as follows: civil acft enroute 118.1 mc, arrival ctl 118.5 mc, deptr ctl 126.5 mc, military acft enroute 137.88 mc or 363.8 mc; arrival ctl 136.8,255.4 mc or 335.5 mc, deptr ctl 137.88 or 379.4 mc; GCA final to MacDill 134.1 or 289.4 mc. Navy freq. 142.02 mc avail. for GCA to MacDill. In addition, Tampa center trans. 116.5 (Tampa VOR) and guards 122.5 mc and 3023.5 kc. Pilots will be advised in each case the freq. to be utilized.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Bellingham	Lake of the Woods	WAC 186
Duluth	Spokane	WAC 269
		WAC 305

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Albuquerque	4-5-54	Mobile	4-2-54	WAC 406	4-6-54
Austin	4-5-54	New Orleans	4-2-54	WAC 408	4-5-54
Beaumont	4-2-54	Roswell	4-6-54	WAC 470	4-12-54
Charlotte	4-5-54	Shreveport	3-31-54	WAC 471	4-5-54
Dallas	4-12-54	Brownsville Local	4-5-54	WAC 522	4-9-54
El Paso	4-7-54	Dallas-Ft. Worth Local	4-5-54		

Instrument Flight Charts

released since March 29, 1954

AL 10 RNG-1 Albany Airport
AL 10 RNG-2 Albany Airport
AL 15 RNG Allentown-Bethlehem
AL 94 RNG Port Columbus Airport
AL 97 RNG Cliff Maus Field
AL 131 RNG Chemung County Airport
AL 185 RNG Langley AFB
AL 213 RNG Kansas City Airport
AL 224 RNG Capital City Airport
AL 257 RNG Miami Intn'l Airport
AL 258 RNG Midland Air Terminal
AL 269 RNG Quad City Airport
AL 290 RNG NAS Norfolk
AL 291 RNG Norfolk Airport
AL 314 RNG NAS Patuxent River
AL 314 RNG NAS Patuxent (Seaplane)
AL 349 RNG Roanoke (Woodrum Field)
AL 407 RNG Stockton Airport
AL 446 RNG Barnes Airport
AL 463 RNG Smith Reynolds Arpt
AL 561 RNG Andrews AFB
AL 661 RNG Wilkes-Barre Arpt
AL 847 RNG Eagle Mountain Lake
AL 852 RNG Kanawha County Arpt
AL 934 RNG NAS Oceana
AL 957 RNG Patrick Henry Arpt

AL 10 ILS Albany Airport
AL 19 ILS Amarillo Air Terminal
AL 65 ILS-2 Buffalo Airport
AL 139 ILS Port Erie Airport
AL 162 ILS Fresno Air Terminal
AL 177 ILS Great Falls Municipal
AL 202 ILS Howes Airport
AL 264 ILS-1 Minneapolis-St. Paul Intn'l
AL 267 ILS Bates Field
AL 269 ILS Quad City Airport
AL 291 ILS Norfolk Airport
AL 333 ILS Green Airport
AL 375 ILS San Francisco Airport
AL 395 ILS Sioux City Airport
AL 458 ILS New Castle County Airport
AL 463 ILS Smith Reynolds Airport
AL 652 ILS Worcester Airport
AL 655 ILS-1 Greater Cincinnati
AL 177 ADF Great Falls Municipal
AL 264 ADF Minneapolis-St. Paul Intn'l
AL 269 ADF Quad City Airport
AL 291 ADF Norfolk Airport
AL 395 ADF Sioux City Airport
AL 411 ADF Hancock Airport
AL 473 ADF Vero Beach Airport
AL 463 ADF Smith Reynolds Airport

AL 467 ADF-2 Willow Run Arpt
AL 579 ADF James Connally
AL 618 ADF Bishop Airport
AL 651 ADF Westchester Airport
AL 655 ADF Greater Cincinnati
AL 852 ADF Kanawha County Airport
AL 859 ADF Lebanon Airport
AL 864 ADF Zanesville Airport
AL 892 ADF Valdosta Airport
AL 934 ADF NAS Oceana
AL 958 ADF Springfield Airport
AL 65 VOR Buffalo Airport
AL 131 VOR Chemung County Airport
AL 257 VOR Miami International Airport
AL 258 VOR Midland Air Terminal
AL 301 VOR Will Rogers Field
AL 367 VOR Mathis Field
AL 395 VOR Sioux City Airport
AL 411 VOR Hancock Airport
AL 437 VOR Vero Beach Airport
AL 449 VOR Palm Beach AFB
AL 467 VOR Willow Run Airport
AL 579 VOR James Connally
AL 606 VOR Meacham Airport
AL 754 VOR Honolulu International Airport
RF 13, 14, 26A, 26B, 35, 103, 106, 110, 111
RF Danger Area Chart (Hawaiian Islands)
RF Terminal Area - New York, St. Louis, Washington, Wichita-Hutchinson
RF-VOR Terminal Area - Chicago, St. Louis
RF-VOR Hawaiian Islands
RF Alaska Check List
Non-Standard Holding Patterns (RF 26-36)

NEW CHARTS

AL 466 ILS-2	Youngstown, Ohio	Youngstown Airport
AL 540 ILS-1	Joplin, Missouri	Joplin Airport
AL 540 ILS-2	Joplin, Missouri	Joplin Airport
AL 618 ILS	Flint, Michigan	Bishop Airport
AL 698 VOR	Ukiah, Calif.	Ukiah Airport

DISCONTINUED CHARTS

NOTE: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 107 RNG	Dayton, Ohio	Dayton Airport	12-17-53
	(Range premanently decommissioned - (Tel. 4-7-54)		
AL 618 ADF-1	Flint, Michigan	Bishop Airport	1-25-52
	(No Procedure)		

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR cmsnd as full time nav fac, all courses aligned within tolerance. Courses 360° clockwise to 070° not usable because of course bends and roughness. Min reception alt at 50 mi as follows: 300° clockwise to 070°, 4000'; 070° clockwise to 100°, 3500'; 100° clockwise to 180°, 3000'; 180° clockwise to 220°, 2000'; 220° clockwise to 300°, 2500' MSL.
BIRMINGHAM-ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Birmingham Municipal Arpt. These procedures are described generally on page 63 Part 1 of Flgt Info Manual. Standard

ALABAMA: non-radar separation will be provided to any acft if requested by pilot on first rdo contact with apch control. (3-19) FLD: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.(2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles.(4-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Effect. Mar 29, courses 20° clockwise thru 70°; 100° th ru 130°; 150° thru 210°; 255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const. (3-16)
**PHENIX CITY ARPT: 318' (913' MSL) lgtd rdo twr erected 1.5 mi NW (330°T) at lat 32-31-43, long. 85-01-52. (3-25)
**TALLASSEE ARPT: 300' lgtd twr erected 6 mi NNE (330°T) at lat 32-33-27; long.85-55-03.
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080° below 7000' beyond 40 mi from stn. (12-7).
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR arwy radials flgt-checked at minimum instrument alt. Slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counter clockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)
PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.
TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28)
TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3) Men and hvy equip working at apch end Rnwys 3 and 35, during daylgt hrs - extreme caution. (1-26) Apch lgt sys (low intensity) and boundary lgts have been removed from Rnwy 35 and replaced with flare pots, or flashing red lgts to mark a 15 inch drop-off at the apch end Rnwy 35 - extreme caution. (2-5)
ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.(3-10
LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (3-22)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)
WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120-150° have severe bends and course roughness. (4-14) About June 8, LF rng will be decmsnd. (4-17)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000 feet south of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BRAWLEY ARPT: Equip on Rnwy 9-27. (11-3)
CORNING ARPT: Strip unsafe - mud. (2-3)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng crs have splits and multiples, unreliable beyond 35 mi.
FT. JONES-RADIO: VOR has lgt crs roughness all quads. Only arwy radials flgt-checked.

CALIFORNIA: FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-16)
GASQUET ARPT: N side of strip clsd - const.
KING VITY ARPT: Rnwy lgts inoperative. (3-10)
LONG BEACH-RADIO: About May 1, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW. (4-14)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT: Captive balloon will be flown intermittently from ground level to 1500'. 4500' from apch end Rnwy 11. FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.
MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng.
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.
OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR weather exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urged so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR wea. should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surface to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) March 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses lgt moving aft to forward, 30 cycles/minute. Evaluation tests until approx July 31 in Pacific Ocean Area and continental U. S. (4-7)
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)
PALMDALE-RADIO: VOR 40 mi coverage from 120- 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. (6-6)
PASADENA-ROSEMEAD ARPT: Work in progress W 600' NE/SW rnwy. (2-20)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
••RIDGECREST-DAVIS ARPT: Lngst rnwy & facs: 26-L4-S5. Chg rem to: P-line ENE.
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac reliable up to 15 mi. (6-11)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt.
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT-TOWER: About May 3, ILS will be shut down for approx 5 days - modernization. (4-13) FLD: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5" rise in 75' to peak then pavement surface sloping 5" in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution-southeastern half of Rnwy 30/21 torn up for renovation. Aerial motion picture flying in vicinity will be conducted intermittently Mar 8 thru Apr 23. Daylgt VFR 20 mi radius unpopulated areas within 2000' of N edge of Arwys When operns conducted on arpt, fld will be closed to other acft. Extreme caution. (3-8)
STOCKTON-ARPT: All rnwys and taxiways open except Rnwy 11-29, avail. with caution daylgt hrs. Rnwy 16-34 lgtd ngts. (3-26)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF call changed to Homer; steers unreliable 235° - 325° and 360° - 045° clockwise below 15,000'. UHF/DF steers unreliable 230° - 060° clockwise below 15,000'. (3-2)

COLORADO: ✱AKRON-RADIO: Correct VOR lat 40-09-19, long. 103-10-45. (3-25)
COLORADO SPRINGS-RADIO: About May 1, LF rng, associated voice feature and Z mrkr will be discontd. Concurrently, ILS LOM will be operated as MHW fac, with ident interrupted durg voice transmissions. (3-23)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-RADIO: DME coverage at 50 mi as follows: 335° thru N to 25° - 7500'; 25° - 95°, 6600'; 95° - 110°, 6900'; 110°- 180°, 8900'; 180° - 300°, 16,000'; 300° - 335°, 11,500' MSL.
DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex., LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution. (3-5) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng.
GRANBY ARPT: Closed. (9-23)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
PUEBLO #2 ARPT: Equip. on fld - days. Lndg acft ctc Pueblo #1 Arpt. Ruf. (12-29)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Pilots using fld do so at their own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable except at extreme ly close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR weather days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT: Rnwy 9-27 clsd - const daily between 0800-1700E xcpt when surface winds exceed 15 mph. Ctc twr for current status.
DIST. OF COLUMBIA: WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: About April 23, combined center/stn will commission trans & rcvg fac 348.6 mc, terminal area departure control 250.2 mc, terminal area control E of Amber 7 - 318.2 mc, terminal area control Amber 7 and W of Amber 7. (4-16)
WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.
FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs. (6-26)
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)
JACKSONVILLE-IMESON ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Jacksonville Municipal (Imeson) Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (3-20)
••KEYSTONE HEIGHTS-KEYSTONE ARPT: 303' MSL lgtd microwave twr erected 20 mi NE (65° T) at lat 29-58-57, long. 81-44-25. (4-9)
KEY WEST-MEACHAM FLD: Caution advised due 600' extension to apch end Rnwy 8 in progress. (4-5)

FLORIDA: MIAMI: Flights thru D-169 prohibited below 25,000' -days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022,208,228,282,297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for letdown purposes to Rnwy 9R. (10-30)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' Abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi. (9-4)
**PALATKA-LARKIN ARPT: 360' MSL lgtd microwave twr erected 9 mi NW (300°T) at lat 29-43-11; long. 81-49-15. (4-9)
PANAMA CITY-TYNDALL AFB-RADIO: USAF LF rng unreliable. (2-23)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acct to Pensacola should proceed on airways, to between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution - N/S and NE/SW Rnwys-const E side of fld. (11-23)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)
★TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. About May 3, VOR will be shut down for approx 60 days - modernization. (3-27) North Tampa Fan Marker name changed to Lutz Fan Mrkr. (4-5)
**TAMPA-KNIGHT ARPT: 190' (200'MSL) lgtd twr erected 2 mi NW (303°T) at lat 27-55-33; long. 82-28-57. (4-7)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
**ALBANY ARPT: 390° (607' MSL) lgtd twr erected 5 mi N (10°T) at lat 31-36-46; long. 84-11-19. (4-2)
ALBANY-TURNER AFB-RADIO: USAF UHF/DF in opern on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)
ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness - Caution.
★AUGUSTA-BUSH FLD-TOWER: ILS glide slope flgt-checked and cmsnd. Freq: 333.8 mc Apch angle 2.8°. Alt of OM 1470' MSL; MM 332' MSL. (4-13)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten. student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR operg as full time nav fac. Courses 345° clockwise to 005° from stn rough and unusable. (7-1)
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: VOR radials 155 - 220° usable dist 50 mi min instr alt.
ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (10-8)
SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction. Men and equipment on field. (3-15)
SAVANNAH-RADIO: VOR shut down. (4-2)
GEORGIA: SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
**SAVANNAH-TRAVIS (CHATHAM) ARPT: 398' twr erected 11 mi WNW (298°T) at lat 32-12-30, long. 81-21-37. (4-15)
VALDOSTA-RADIO: VOR full time nav fac. Maximum usable dist at minimum instr alt at 50 mi. All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)
CAYUSE CREEK USFS ARPT: Closed-construction. (8-12)
JEROME-COUNTY ARPT: Closed.
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME ARPT: Bcn and fld lights inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
ST. MARIES ARPT: Minor grading. Obstn lgts being installed.
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW,SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable inbound headings clockwise 155° - 230° below 3000'. (1-19)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHICAGO-RADIO: Experimental omnitest signal installation at Chicago Midway Arpt has been flgt-checked and cmsnd, without voice. Lctd on Midway Arpt at lat 41-46-59, long. 87-45-41. Freq: 112.0 mc. Ident: cont dots. (7-31) LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300'MSL. 151 to 285°, 40 mi at 2000' MSL.
CHICAGO-MEIGS FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, fld clsd to all single engine acft xcpt those with tricycle or center gear. Winds 90° to rnwy of 25 mph, fld clsd to all acft. Equip. E side of rnwy.
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg. Must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business; Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. All pilots use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTNL ARPT-TOWER: May 3, LOM freq 362 kc will be changed to 394kc.
**JACKSONVILLE ARPT: ABANDONED April 1. (4-19)
**MT. CARMEL-BECKERMAN FLD: NW/SE strip abandoned. (4-15)
SPRINGFIELD-CAPITAL ARPT: June 9 thru June 30, no maintenance or servicing facilities avail. (4-12)
INDIANA: **BLOOMINGTON-VETERANS ARPT: Abandoned. (3-24)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-RADIO: Soon, trans freq 122.2 mc will be cmsnd. (4-18)
**EVANSVILLE-DRESS MEMORIAL ARPT-TOWER: April 7, twr and INSACS combined. (4-8)
FORT WAYNE-BAER FLD: 40' lgtd equip SW corner of fld. Extreme caution using Rnwys 4-22, 9-27. Rnwy 4-22 clsd to acft without functioning 2-way rdo contact with twr. Rnwy 22 clsd for take-offs without special permission from twr. (8-3)
GOSHEN-RADIO: DME 2000' coverage 50 mi, 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 40° to 145°.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, mode c. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way radio for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine aircraft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)

INDIANA: **INDIANAPOLIS-SHANK ARPT: 1014' (1849'MSL) lgtd twr being erected 5.5 mi N (15°T) at lat. 39-53-59, long. 86-12-02. (4-8)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-aircraft firing practice being conducted daily in the Jefferson Proving Grounds. All aircraft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt. During thawing wea all acft avoid flagged area. (12-28)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn. Effect. April 25, hrs of opern will be 0600-2200.

TERRE HAUTE: Atomic Energy Plant requests pilots avoid this installation as a safety precaution to plant in case emerg lndgs or other incidents to flgt. Plant approx 29 mi N Terre Haute LF Rng between Montezuma and Newport area covers: lat 39-50-00, long. 87-21-00, lat 39-52-00, long. 87-26-00. (3-23)

**TERRE HAUTE - COX ARPT: 548' twr erected 3 mi N (10°T) at lat 39-27-57, long. 87-24-13.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

**DES MOINES ARPT: 325' twr erected 7 mi E. (4-10) Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)

INDEPENDENCE ARPT: N/S strip closed. (4-9)

**IOWA CITY-INDIAN LOOKOUT ARPT: April 1, closed. (4-2)

**MASON CITY ARPT: 500' (1755'MSL) lgtd twr erected 14 mi NNE (25°T) at lat 43-21-25; long. 93-12-57. (4-13) Sod between taxiways N end N/S Rnwy unusable.

**OTTUMWA ARPT: 194' rdo twr erected 5.5 mi SSW (200°T) at lat 41-01-39, long. 92-28-50.

**SHENANDOAH ARPT: UNICOM 122.8 mc oper daylgt hrs. (4-19)

SIOUX CITY-RADIO: Soon, INSACS and twr will oper as combined fac.

SIOUX CITY ARPT-TOWER: About May 3, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. Mrkrs and lctrs will remain in opern. (4-15) FLD: Due to non-visibility twr unable to ctl ramp tfc on front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Closed. (3-29)

COFFEYVILLE ARPT: Caution-const. Men and equip on fld. (3-25)

**HOISINGTON ARPT: Abandoned. (4-13)

HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)

**JUNCTION CITY ARPT: Bcn oper sunset-sunrise. (3-31)

KANSAS CITY-FAIRFAX ARPT: Use precaution in vcnty of jet acft blast. (4-13)

PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

**SALINA ARPT: 134' (215) lgtd grain elevator erected 1 1/2 mi NNE (15°T) at lat 38-50-30, long. 93-33-30. (4-8)

SALINAS-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla. H fac. (3-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-FORBES AFB-RADIO: USAF Z mrkr flgt-checked unsatisfactory. (2-25)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final apch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end of first rnwy intsxn. (10-23)

ULYSSES ARPT: All strip lgts inop. (4-19)

VIOLA-RADIO: Effect. May 3, H fac freq 391 kc will be changed to 392 kc. (4-13)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSA ARPT: Due to non-visibility Wichita twr unable to ctl movements of acft to and from Cessna Fld. Twr service lmtd to advisory tfc information only for rdo equip acft. Non-rdo equipped acft must first obtain tfc pat and clearance by telephon 63-6511, ext. 351. Under IFR conditions ctc Wichita Twr for tfc clearance prior to entering control zone. Hvy IFR training in progress Wichita AFB adj to Cessna Fld. (4-2)

KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.

KENTUCKY: CORBIN-RADIO: VAR NW visual crs displacement 4 to 7 mi and SE visual crs 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of fld under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-RADIO: March 27, DME shut down. (3-29)

LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. Apr 25, hrs opern 0700-2300. (3-22) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN ARPT-TOWER: Effect. April 25, hrs of opern will be 0600-2200. FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution.

BATON ROUGE-RADIO: April 13, VOR courses unreliable; fac shut down until approx May 13. (4-13)

BATON ROUGE-RYAN ARPT: Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23, long. 91-13-37. (12-22)

HAMMOND ARPT: Beacon inoperative. (12-29)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

**NEW ORLEANS ARPT: 150' lgtd rdo twr erected 57 mi SE (147°T) at lat 29-21-00, long. 89-31-30. (4-7) Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS CALLENDER ARPT: 155' temp dirlling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)

MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.

AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 clsd-winters. (1-14)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt.

BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)

BREWER ARPT: Open ski-equipped acft only-winters. No snow removal. (1-29)

GREENVILLE ARPT: Snow removal on Rnwy 14-22, portion of taxiway and parking area. Land at own risk.

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)

MILLINOCKET ARPT: Small patch broken pavement N edge Rnwy 29, 300' E intsxn with slight heave extending there from diagonally across rnwy. Strips ruf. Use rnwys. Lgts Rnwy 11-29 inop. Lgts resumed normal opern Rnwy 16-34 xcpt 4 contact lgts at intsxn.

★PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°. Apr 19, DME at VOR site operg test basis. These data rcvd too late for inclusion on ANRA page.

PRINCETON-RADIO: VOR radials usable distance clockwise 150-240°, 40 mi; 290-30°, 35 mi at minimum instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ ESE Strip rough.

SANFORD ARPT: Rnwy 8-26 not plowed winters. (1-18)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient aircraft. Caution- provide proper

MARYLAND: clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

**POMONKEY-MARYLAND ARPT: 160' lgtd rdo relay test twr erected 8 mi E (90°T) at lat 38-36-41; long. 76-55-10. (4-1)

**SALISBURY-WICOMICO COUNTY ARPT: Lgtd twr under const. with eventual height of 687'MSL erected 4 mi WSW (253°T) at lat 38-24-15; long. 75-34-45. (4-2)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

**AUBURN ARPT: Delete from Directory of Airports. (4-10)

BILLERICA-SHAWSHEEN PINES ARPT: Caution-acft with wheel pants - broken spots in macadam of E/W Rnwy. E/W Rnwy half gravel and half macadam.

BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) DME 2000' MSL coverage 50 mi from 340° thru N to 20°. 1700' MSL coverage 50 mi from 20° to 250°. 3000' M MSL coverage 50 mi from 250° to 340°. (6-24)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About April 21, ILS lclzr and glide slope will be shut down for indefinite period. Mrkrs and LOM will remain in opern. (4-2)

BOSTON-LOGAN ARPT-TOWER: Effect. May 1, apch ctl will utilize radar to effect ctl and separation of IFR tfc arriving arpt. (4-9) FLD: Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7'' deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility, twr unable to ctl tfc on apron between radar twr and National Guard hangar S hangar W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-REVERE SEAPLANE BASE: Closed-const.

**CANTON-BOSTON METROPOLITAN ARPT: Delete from Directory of Airports. (4-10)

**DALTON ARPT: Abandoned. (3-26)

**DARTMOUTH-NEW BEDFORD SEAPLANE BASE: Delete from Seaplane Directory. (4-10)

GARDNER-RADIO: DME 5500' MSL coverage 50 mi from 270° thru N to 20°. 4000' MSL coverage 50 mi from 20° to 90°. 3000' MSL coverage 50 mi from 90° to 200°. 3500' MSL coverage 50 mi from 200° to 270°.

GARDNER ARPT: Use easterly side of NNW/SSE Strip for taxiing.

**GROTON ARPT: Delete from Directory of Airports. (4-10)

**HOPEDALE-DRAPER CORP. ARPT: Delete from Directory of Airports. (4-10)

**LEE ARPT: Delete from Directory of Airports. (4-10)

**MILLBURY-WINDLE ARPT: Delete from Directory of Airports. (4-10)

NANTUCKET-RADIO: VOR operg on test basis. Freq: 117.0 mc. Ident: ACK. Lctd at lat 41-16-54, long. 70-01-38. Elev: 82' MSL. Variation: 15° W. Bear. dist. to NE end of NE/SW rnwy Nantucket Arpt: 240°, 2.2 mi. DME shut down. (4-9) About May 20, VAR on 109.1 mc will be perm decmsnd. (4-14)

NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12)

**SEEKONK-PROVIDENCE ARPT: Abandoned. (3-54)

**WARE-TURCOTTE ARPT: Delete from Directory of Airports. (4-10)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

ALPENA-COLLINS ARPT: N/S strip plowed-winter. Remainder of fld open ski-equip.acft.

BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BENTON HARBOR-ROSS ARPT: Contact St. Joseph Co. Arpt, South Bend, Ind.,CAA Flight Service for rnwy conditions during snow months or use local UNICOM.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

✱DETROIT-RADIO: Correct LF rng lat 42-13-45, long. 83-23-38. (3-24)

**DETROIT-HANCE ARPT: Abandoned. (3-27)

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)

DETROIT-WAYNE MAJOR ARPT: Rnwys 5-23, 14-32 and old arpt clsd, to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only.(12-7)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

ESCANABA ARPT: Ski-equipped acft use E/W strip-avoid intsxn. Wheel acft use N/S Strip. (11-10)

MICHIGAN: FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18. 130' lgtd crane boom and const in apch lane 1/4 mi from end Rnwy 22. (12-14)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4)

**IRON MOUNTAIN-FORD ARPT: Bcn oper sunset-sunrise. (4-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 60 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference.(3-17)

FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MT .CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15)

MUSKEGON-COUNTY ARPT-TOWER: Effect.April 25, hrs of opern will be 0730-2330 daily.

FLD: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31)

**OWOSSO CITY ARPT: 24'' rot. bcn operg sunset - sunrise. (4-19)

**SAULT STE MARIE ARPT: About Apr 5, 1954 185'twr erected 1 mi NE (23°T) at lat 46-29-03, long. 84-21-25. (3-17) 300' (1000'MSL) lgtd guyed steel twr erected 19 mi SW (210°T) at lat 46-14-21; long. 84-34-52. (4-1)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF UHF/DF and VHF/DF avail. on req. thru twr. UHF/DF operg trng status only. (2-24)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

DULUTH ARPT: 3' stakes marking all rnwy and taxiway lgts.

**EVELETH-VIRGINIA ARPT: 36'' clear and green beacon operg dusk-dawn. (3-21)

FRONTENAC,BCN SITE 29A,CHI-TWIN CITIES:. May 11, bcn will be discontinued. (4-15)

MINNEAPOLIS-ST.PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

MINNEISKA,BCN SITE 26, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)

WINONA, BCN SITE 25, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)

MISSISSIPPI:**CANTON-LUTZ ARPT: 125' (601'MSL) lgtd twr erected 13 mi SE (145°T) at 32-28-21; long. 89-54-41. (4-3)

CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

**COLUMBIA ARPT: 126' lgtd water tank erected 1 1/4 mi N (10°T) at lat 33-29-28; long. 88-22-44. (4-3)

GREENWOOD-RADIO: January 5, VOR shut down. (1-21) Freq 3023.5 kcs unreliable.(2-19)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes.

**JACKSON-HAWKINS FLD: 62' lgtd microwave twr atop 90' bldg 428' MSL erected 2 mi SE (145°T) at lat 32-17-56; long. 90-11-11. (4-8)

McCOMB-PIKE CO ARPT: ENE/WSW Strip clsd.

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Ruccaloosa and Arwy Red 84 E towa rd Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down until approx May 15 - relctn. (12-28)

VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears green when glide correct, amber or yellow when glide high and red when glide low.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt.Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

**JOPLIN ARPT: 442' lgtd TV twr erected 5 mi SSW (202°T) at lat 37-04-37; long. 94-32-10.

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16)

MISSOURI: KANSAS CITY ARPT-TOWER: Effect. April 19, radar arrival control will be provided by Kansas City Apch Ctl to IFR tfc operg into Kansas City Municipal and Fairfax, Kans., Arpts. (4-9) FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (3-19)
**MEXICO-GREEN FLD: Formerly carried as Mexico Memorial Airport. (3-25) New N/S Rnwy closed. Use N/S Rnwy next to theatre. (3-25)
ST. LOUIS-KRATZ FLD: Equip. on N/S Rnwy for grading and reseeding until May 1. (4-16)
**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected March 29, 1954, 9.5 mi SE (150°T) at lat 38-37-41; long. 90-16-09. (3-11) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
ST. LOUIS-SMARTT ARPT: Auto races Sundays.
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL.
BOZEMAN ARPT: Abandoned. (4-18)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013° - 260° below 10,000'; 259°-012° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy has lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000'MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
MULLAN PASS-RADIO: LF rng operg as BHZ fac for indefinite period. (3-26)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (2-8)
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lndgs, open days to lndgs for lgt acft.
**CHADRON-O & N ARPT: Delete UNICOM from Directory of Airports. (4-6)
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°.
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S.
*OMAHA-OFFUTT AFB-RADIO: USAF VHF/DF call changed to Offutt Radar Ctl. (4-7)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: ELY ARPT: Const. on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) 305.4 mc unreliable below 14,000'. (10-16)
LAS VEGAS-NELLIS AFB: Tfc pat up to 7000' MSL. (3-30)
LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL.
RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL.
RENO ARPT: Rnwy 3-21 clsd-parked acft. (12-18)
SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Tel.Concord 800- or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Concord 840 or acft in flgt call Concord Rdo.
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways. Ctn-3' cones placed beside lgts on Rnwys 12-30, 17-35. (11-20)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500' - 30 mi from 060° thru 180° to 270°; 4000' - 20 mi from 270° to 330°.
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
**MAYS LANDING-ATLANTIC AIRPARK: PRIVATE - Closed to public. (3-30)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
NEWARK ARPT-TOWER: DME coverage 20 mi at min instr alt. (3-4) FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT-TOWER: About May 10, ILS will be shut down until approx May 17 - freq change. Lclzr freq 108.1 to 109.7 mc. Glide slope freq 334.4 to 333.2 mc. (4-15) FLD: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50'unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld. days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 105' boom approx 3000' from apch end Rnwy 24 and 300' E of centerline of Rnwy, lowered ngts-mrkd by flags days. (3-26)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (2-12)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)
ALBUQUERQUE-KIRTLAND AFB: Rnwys 8-26 and 11-29 clsd-const. (4-17)
CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16)
GALLUP: March 8 thru Sept 8, demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-9)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. (12-1)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)

NEW MEXICO: ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.

SANTA FE-RADIO: VOR radials restricted to Arwys only.

★TRUTH OR CONSEQUENCES-RADIO: Correct LF rng lat 33-13-22, long. 106-58-32. Correct VOR lat 33-16-56, long. 107-16-49. (3-25)

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: **BALLSTON SPA ARPT: 250' twr erected 3 mi NE (50° T) at lat 43-04-27, long. 73-48-10. Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)

BATAVIA ARPT: Ski operations - winters. (1-14)

BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)

CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.

DANSVILLE-RADIO: April 6, H fac resumed normal opern.

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: Soon, VOR will be cmsnd. Freq: 117.2 mc. Ident: IDL. Lctd at lat 40-37-50, long. 73-46-22. Variation: 11° W. Elev. 10' MSL. Monitor. category (1). Voice and monitoring from Idlewild Tower. Class: VOR. (3-19)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends.

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt., N.J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwy 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower - highest arpt structure. Construction: All const mrkd. Hangar 7 const in progress to 80' above terrain with adjoining taxiway to intersect at Rnwy 13L-31R opposite Taxiway C. (1-19)

**NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4). Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of weather: Inbound - 119.9 mc (Apch ctl); Outbound - 121.9 mc (Ground ctl.) Apch ctl and ground ctl will always advise pilot of succeeding freq. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All single eng acft use Taxiway 3 to and from Marine Air Terminal. New type multiple hi-intensity threshold lgt installed apch end Rnwy 22. (4-7)

NIAGARA FALLS ARPT-TOWER: About April 26, ILS will be shut down for 5 days - freq change from 109.7 and 333.2 mc to 108.1 and 334.4 mc. (4-2) FLD: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs.

NEW YORK: PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min en route instr alt.

POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.

RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)

ROMULUS: Caution - hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

**SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59, long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: Caution - new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. (3-27)

SPRING VALLEY COUNTY ARPK: E/W Strip under const.

SYRACUSE-HANCOCK ARPT-TOWER: ILS lclzr, glide and mrkrs shut down until approx April 27. LOM remains in service. (3-29)

WATERTOWN ARPT: All rnwys and taxiways mrkd with 4' stakes - snow removal. (10-7)

WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 109.7 mc. Lclzr cross pointer action not affected. (3-24) About May 10, ILS will be shut down until approx May 17 - freq change. Lclzr freq 109.7 to 108.1 mc. Glide slope freq 333.2 mc to 334.4 mc. (4-15) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: Feb 2, VAR shut down until approx May 2 - relctn and conversion to VOR. (2-3)

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope shut down until further notice.

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution land on SE 50' of NE/SW Strip.

GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

HICKORY-RADIO: Visual courses VAR has moderate to heavy scalloping and roughness within two mi stn. (4-14)

LUMBERTON-RADIO: VOR operg on test basis. (10-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)

TARBORO-ARPT: Closed. (3-10)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 and Rnwys 16 and 27 clsd - const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine beechcraft. (1-27)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down until further notice. (4-7)

NORTH DAKOTA: **BISMARCK ARPT: Three lgtd twrs erected at following locations: 270' (2055' MSL) twr erected 8 mi NW (305° T) at lat 46-50-44, long. 100-53-31; 240' (1990' MSL) twr erected 47 mi E (85° T) at lat 46-50-37, long. 99-45-21; 220' (2220' MSL) twr erected 29 mi E (80° T) at lat 46-51-42, long. 100-13-26. (3-29)

**FARGO-HECTOR ARPT: 270' guyed steel twr erected 9 mi SE (115° T) at lat 46-51-32, long. 96-44-26. (3-29)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300' MSL. (7-31)

**GRAND FORKS INTERNATIONAL ARPT: Three 193' (1034' MSL) lgtd rdo twrs erected 6.2 mi SE (147° T) at lat 47-50-39, long. 97-01-30. (4-2)

**JAMESTOWN ARPT: Two lgtd twrs erected at following locations: 200' (2107' MSL) twr erected 27 mi E (265° T) at lat 46-53-24; long. 99-14-40; 270' (1845' MSL) twr erected 10 mi WSW (255° T) at lat 46-53-37, long. 98-54-00. (3-29)

NORTH DAKOTA: **VALLEY CITY ARPT: Two lgtd twrs erected at following locations: 280' (1825'MSL) twr erected 8 mi SW (222°T) at lat 46-50-52, long. 98-08-45; 220' (1420' MSL) twr erected 21 mi E (92°T) at lat 46-55-55, long. 97-33-23. (3-29)

OHIO: AKRON-RADIO: About April 20, LF rng on 362 kc, will be shut down for approx 3 days - modifications and realignment of SW/NE courses from 45 and 225° to 21 and 205°

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS lclzr back-course has flyable bends increasing to moderate or severe approx one mi from stn. Not to be used for auto. pilot apchs. (9-15) About April 26, ILS will be shut down until approx May 6- modernization; no freq change. FLD: Use rnwys only.

CINCINNATI ARPT: Use strip indicated by lndg tee. S side of fld soft during wet weather

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail for mil acft overnight parking.

CINCINNATI-LAKEWOOD ARPK: Standard left hand pattern 400' altitude both directions. Use rnwy only-do not enter final apch with another acft on rnwy. (8-12)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi-eng acft. (9-9)

COLUMBUS-RADIO: March 11, DME at VOR site shut down.

**COLUMBUS-DARBY DAN ARPT: Lngst rnwy & facs: h49-*L4. (4-5)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE. ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: VOR has moderate roughness in section from 120° thru 200° from stn. (9-16) Minimum en route instr alt coverage, 50 mi from 220° thru N to 150°. Coverage 35 mi from 150° thru S to 220°. (1-8) FLD: No grass operns xcpt S of new taxistrip parallelling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area only of concrete for taxiing in line with blacktop on taxi strip. (3-11)

DAYTON-PATTERSON WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000'-329°-027°; below 3000'-259°-314°; below 2500'-180°-229° and 121°-173°. USAF VHF/DF unreliable below 3000' - 295°-305°; below 2500'-306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PERRY ARPT: Effective May 15, 1954, field will be abandoned. (1-28)

PORT CLINTON-PENNINSULAR ARPT: N/S Strip closed-construction. (8-19)

SOLON ARPT: S half of S strip under construction --rough do not use. (11-6)

TOLEDO ARPT-TOWER: Effect. April 25, hrs of opern will be 0700-2300. (3-31) FLD: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.

WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°.

**WILLOUGHBY-EUCLID AVENUE ARPT: Abandoned. (3-30)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000'MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600 MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80° 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

OHIO: YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. All lndg area lgtd facs inop. (5-28)

ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300-1600 Thurs during VFR. (6-23) USAF VHF/DF may be inop 1300-1600 Wed during VFR. (4-8)

HOBART-RADIO: VOR restricted to arwy use only-moderate to severe bends and scalloping.

* LAVERNE-SHEPARD ARPT: Abandoned. (4-2)

★LAWTON-RADIO: Correct VOR lat 34-29-46, long. 98-24-46. (3-25)

OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance.

OKLAHOMA CITY-WILL ROGERS FLD: N taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)

TULSA ARPT: Lgt to moderate turbulence encountered apch end Rnwy 26-jet blast. (1-7)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36mi usable dist at 9000' MSL; alt. radial 140° lmtd to 37 mi usable dist at 9000'MSL.

EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad-caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000' N-lat 45-51-50, E-long. 119-29-20; S-lat 45-49-40, W-long. 119-30-47. (2-2)

MADRAS: Caution-blasting in Willow Creek Canyon about 1 mi S of arpt. Acft avoid low flying over canyon. (8-21)

MADRAS CITY-COUNTY ARPT: Men and equip on fld. (2-24)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About April 26, Trail FM on N course LF rng will be decmsnd. Approx 5 days later Evans Creek FM will be cmsnd at lat 42-36-22, long. 122-57-00. Ident will be 4 dashes. (3-31)

MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island usable dist 30 mi at 3000" MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain cleance alts. on the 21°, 86°, 114°, 161°, and 343° radials. Usable dist lmtd in the signal shadow areas imposed by inter vening high terrain.

**NYSSA ARPT: Abandoned. (4-8)

PACIFIC CITY ARPT: Caution-intermittent const. (2-17)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

REDMOND-RADIO: VOR usable dist of many radials are lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use only at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

**SALEM-McNARY FLD: Rnwy lgts avail. upon request thru nearest commun. stn or Wea Bur. (3-26) Extreme caution when using unpaved areas. Equipment on field. (5-2)

THE DALLES-RADIO: VOR flight- checked for en route Victor Airways use only at minimum instrument altitudes and on the 11°, 90° and 266° radials at minimum terrain clearance altitudes.

OREGON: THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: DME 2500' MSL coverage 50 mi from 075° thru 180° to 240°; 4000'- 50 mi from 240° to 290°; 4000'- 40 mi from 290° to 330°; 4000'- 30 mi from 330° to 055°; 4000'- 50 mi from 055° to 075° VOR radials 275° thru N to 75° usable 30 mi at min instr alts.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: Effect. Mar 24, apch ctl freq 320 kc out of service - modernization. About May 6, ILS will be cmsnd. Lclzr freq 110.1 mc, with voice. Ident ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq 334.1 mc. Lctd 750' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear 61° MM lctd 3475' from apch end of rnwy No. 6. OM lctd 7.15 mi from apch end rnwy 6. LOM freq 224 kc, ident AB. (4-1) ARPT: Due to non-visibility, twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on Arwy V 14 and V37 within tolerance. Usable dist on V37, 40 mi at min instr alt. Other radials beyond tolerance in excess of 15 mi. (9-30)

**ERIE-PORT ERIE ARPT:732' (732'MSL) lgtd twr erected 7 mi ESE (115°T) at lat 42-02-20; long. 80-03-45. (4-11)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. About April 22, LF rng will be shut down for approx 4 days - construction. During this time facility will be used for homing only. (3-3)

**KEARSARGE-ERIE CITY ARPT: Abandoned. (3-2)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc cltd from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and radio instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) ARPT: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp, portions of N ramp and portions of ramp between hangars entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)

PITTSBURGH-ALLEGHENY CO. ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc.

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: Effect. immediately, radar apch ctl serv to Butler Arpt will be provided. Surveillance apchs not avail. (4-7) ARPT: Rnwy 10-28 clsd 0800-1700 daily xcpt Sat and Sun and jet lndgs. (3-25)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' - 30 mi from 100° to 120°; 4000'- 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500'- 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°; 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N crs LF rng. DME coverage is 50 mi min en route instr alt. (8-14)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SOUTH CAROLINA: rrANDERSON-RADIO: VOR under some conditions may indicate clockwise errors to 4° from 103° thru 121°. Clockwise errors to 5° from 169° thru 215°. (10-10) Correct VOR lat 34-21-27, long 83-05-27. (3-29)

**BEAUFORT-COUNTY ARPT: 243' (279' MSL) lgtd rdo twr erected 2 mi E.

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

SOUTH CAROLINA: CHARLESTON-RADIO: VOR flgt-checked and cmsnd as full time nav fac. Max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (8-5)

COLUMBIA-RADIO: VOR course 200° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (12-17)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (3-26) ARPT: Rnwy lgts on Rnwy 16-34 inop, except on 30 min prior notice. (1-25)

FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi. (4-14)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. ARPT: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (11-6)

SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable until further notice. (3-2)

SOUTH DAKOTA: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

SIOUX FALLS-ARPT-TOWER: About May 10, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. Mrkrs and lctrs will remain in opern. (4-15)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S end of rnwy. (11-25)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)

★CROSSVILLE-RADIO: VOR cmsnd as full time navigational fac. All courses aligned within tolerance. Usable dist excess 100 mi along Arwys Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16) April 19, Smithville INSACS established at VOR site. Hourly wea reports but no wea broadcasts avail. Class VORW-DTV. These data rcvd too late for inclusion on ANRA page.

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Jan 4, VOR shut down until approx May 4 - relctn. (3-29)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) ARPT: N/S Rnwy clsd ngts. (2-24)

MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at min IFR alt - 40 mi.

MEMPHIS ARPT-TOWER Effect. April 19, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Memphis Municipal Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (3-20) ARPT: Rnwy 9-27 clsd to all acft for westward take-off and landing. Excavation off E end. (2-18)

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. About May 4, LF rng NW course will be realigned from 151 to 156°. (4-16)

NASHVILLE-BERRY FLD: Construction-new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W rnwy 2L-20R. Lgtd. Open holes 30' from both sides and 2000' from SE end Rnwy 2L-20R. Mrkd days, ngts. (3-31)

SMYRNA-SEWART AFB-RADIO: USAF VHF/DF unreliable from 290° - 030° clockwise below 4500'; unreliable in all quads below 3000'. (1-11)

TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

TEXAS: AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

**ANAHUAC-CHAMBERS COUNTY ARPT: NW/SE strip lgtd 1830-0600. (4-7)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

**BEAUMONT-JEFFERSON COUNTY ARPT: 490' lgtd twr erected 11 mi N (357°T) at lat 30-06-50; long. 94-01-44. (4-8)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130° 140° only.

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-15)

✱CORPUS CHRISTI-CUDDIHY FIELD-TOWER: Twr will continue to oper 0700-2000 daily utilizing freqs listed in Airgi, Vol. 9, No. 1, dated March 23, 1954. (4-15)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

DALLAS-LOVE FLD-TOWER: About May 14, ILS lclzr and glide slope will be shut down until approx August 15. (4-14) April 19, ASR cmsnd. Trans: 341, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 257.8 mc. Rcvg: 3023.5 kc; 122.5, 118,7, 119.5, 121.1, 121.5, 121.9, 126.18, 257.8 mc. Hrs of opern: 0700-2300 daily. (4-19)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi in N & NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35,04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)

FT. WORTH-RADIO: About May 4, Haslet FM ident will be changed from 2 dots-one dash to 4 dashes; Joshua FM from 2 dots-3 dashes to 2 dots-2 dashes; Rockwood FM from 3 dashes to 2 dashes. (4-9)

GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. About April 23, VOR will be shut down for approx 45 days-relctn.(3-27)

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily. Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

HOUSTON-RADIO-SPECIAL NOTICE: Beginning 0001 Nov 17, apch ctl utilizes radar to effect control and separation of arriving tfc destined for Houston Mun Arpt. Acft under these procedures will be afforded a minimum of 3 mi radar separation in lieu of standard non-radar separation. Standard non-radar separation will be provided to any acft if requested by pilot on first radio contact with apch ctl or to any acft which is not equipped to utilize these procedures. Acft experiencing two-radio failure prior to receiving clearance to leave clearance limits should conform to standard radio failure procedures specified in CAR-60.

HOUSTON ARPT-TOWER: PPI pach to Rnwy 21 restricted to beyond 2 mi from arpt. (3-18) FLD: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

MIDLAND-RADIO: Effect May 4, INSACS will be shut down for approx 3 days - major repairs. (4-13)

MIDLAND-AIRPARK-TOWER: Effect. Mar. 1, and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans: 396 kc, 121.5, 126.18, mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: Effect. March 1, 1954 and until Sept. 1, 1954 NW/SE Rnwy will be clsd to all acft durg daylgt hrs on week-days because of parked mil acft conducting refueling operns on Rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl unit will be in opern controlling all Mil and Civil acft by rdo or lgt signals. Use rnwys only. (2-26)

MIDLAND AIR TERMINAL-TOWER: Effect. May 4, ILS lclzr and apch lgt land will be shut down for approx 3 days - major repairs. (4-13)

MISSION-TRI-CITIES ARPT: Closed. (3-11)

POTEET ARPT: Closed-const. (11-20)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W Strip-unusable at own risk. (10-30)

SAN ANGELO-RADIO: VOR radials 290° clockwise thru 310° mild to moderate scalloping - caution. (4-14)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

**SAN ANTONIO-BEXAR COUNTY ARPT: Abandoned. (3-26)

SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd checked only. (10-23)

SAN ANTONIO-STINSON FLD: Effective March 19, 1954, light gun will oper Sat and Sun., 0900-1900. (3-12)

**SAN BENITO BCN SITE 2, BRO-FTW: April 15, bcn site discontd. (4-17)

SAN MARCOS-GARY AFB-RADIO: USAF Z mrkr unreliable above 5000'. (10-29)

**SEYMOUR ARPT: Abandoned. (3-26)

SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)

**SINTON #1 ARPT: Two 185' towers erected 1.5 mi SE (150°T) at lat 28-01-14; long. 97-28-07. (4-11) 87' unlighted survey tower erected adjacent to hangar 200' S of West end E/W Rnwy.

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.

TULIA ARPT: Caution-water on rnwys during irrigation season.

TYLER-RADIO: Effective. March 3, due to modernization LF range will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative until further notice - modernization. (3-5)

WACO-JAMES CONNALLY AFB-RADIO: USAF VHF/DF unreliable below 3000' all quads.

**WICHITA FALLS-GILCHRIST ARPT: 327' (1332'MSL) lgtd rdo twr erected 2 mi E (95°T) at lat 33-56-55; long. 98-34-20. (4-6)

WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)

WICHITA FALLS-(SHEPPARD AFB): Rnwy 17R-35L unlighted and closed to military aircraft. No over-run off ends of runways. Jet aircraft do not land short of paved surface. Taxiway between Runways 2-20 and 17C-35C closed to 4 engine aircraft. (9-24)

YOAKUM ARPT SITE 7, SAT-HOU: Soon, arpt will be abandoned. (3-19)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL.

DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME gnd-checked only. (12-9)

HANKSVILLE-RADIO: Only VOR arwy radials flgt-checked.

MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9)

OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30) DME coverage 0-150° 20 mi at 12,000' MSL. 150-315°, 50 mi at 10,000' MSL. 315-360°, 50 mi at 11,000' MSL. (4-16)

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150 - 340° below 15,000'. (2-1)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 miles at 6500' MSL; 35 miles at 11,000' MSL. (3-24)

VERMONT: SPECIAL NOTICE: Airport condition information available by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Monday thru Friday or CAA Communications Station, Barre-Montpelier Airport anytime (Telephone Montpelier 676). Aircraft in flight call Montpelier Radio.

BENNINGTON ARPT: Closed-construction. (10-29)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055° - 110° below 6,000'; 110 - 140° below 4000'; 235° - 255° below 4000'; 255° - 355° below 9000' all beyond 50 mi. (1-15)

BURLINGTON ARPT: Closed ski-equipped acft. (1-31)

**SPRINGFIELD-HARTNESS ARPT: 200' lgtd twr erected 4 mi SSE (160°T) at lat 43-16-54; long. 72-29-21. (4-7)

VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion. - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
FRONT ROYAL-RADIO: VOR usable dist clockwise 120-160°, 175 to 200°, 220° to 226°, 270 to 10° is 40 mi at 4,000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20)
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft. Rnwy 6-24 clsd 0630-1730 daily except Sats, Suns and IFR weather until approx June 1. Ditches and equip. along sides. (4-8)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable 160° to 310° clockwise below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110°; below 4000', 110-240°; below 3500', 240-315°. (1-13)
ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not land on this portion. (10-10)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service until further notice. (2-9)
★SEATTLE-RADIO: Correct LF rng lat 47-29-38, long. 122-15-05. (3-24)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts.
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 90-300° at 600'; 300-180° at 9000'; 140-090° at 11,000'; 180-140° at 12,000. (4-13)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19) Bndry and rnwy flood lgts decmsnd. (3-29)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution - const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)
TACOMA-McCHORD AFB-RADIO: USAF LF rng has multiples all courses beyond 20 mi.
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mcs, lctd 3000' NW end rnwy 27 on rnwy extended centerline and glide slope, 335.0 mcs, lctd 1382.86' NW apch end Rnwy 27 and 400' NE rnwy centerline. LMM freq: 203 kc, ident: KM, lctd 3682' (0.70 mi) SW Rnwy 9/27 extended centerline. LOM freq 284 kc, ident: YK, lctd 42,269' (8.01 mi) SW rnwy 9/27 extended centerline. All components operg intermittently test basis daylgt hrs until May 15. (4-12) FLD: N/S Taxiway between Rnwys 9-27, 4-22 perm clsd to acft and vehicular tfc. (4-13)
West Virginia: CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL. 270° thru 330°, 30 mi at 2500' MSL. All other radials within tolerance.
WEST VIRGINIA: Moderate roughness all azimuths. (3-16) DME at VOR site shut down.
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10)
HUNTINGTON-RADIO: About May 3, H fac freq will be changed from 236 to 323 kc.
★MARTINSBURG-RADIO: Correct LF rng lat 39-21-48, long. 78-00-41. (3-25)
MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
WHEELING-OHIO COUNTY ARPT-TOWER: Effect. April 25, twr hrs of opern will be 0700-2300 daily. (4-9)
WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)
**FIFIELD-BOYD PATTERSON ARPT: Name changed to Boyd's Mason Lake Resort Arpt.
GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuth angles 220° thru 252°. (4-3)
**HAYWARD ARPT: Effect. Apr. 19, ABANDONED. (4-8)
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
**LACROSSE ARPT: 578' (1747' MSL) lgtd TV antenna erected 13 mi SSE (163° T) at lat 43-41-44, long. 91-12-09. (4-14)
LAKE TOMAHAWK-DOLHUN ARPT: Closed winters. (1-13)
MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution - lndg jet interceptor acft using tactical left hand overhead apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°.
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: About April 19, ILS glide slope will be shut down for approx one week. (3-17) FLD: Formation take-offs prohibited on all rnwys without prior approval of th ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)
**MINONG-HOLTQUIST'S SEAPLANE BASE: Reinstated. Type: L. Lat 46-05-45, long. 91-52-30. Elev: 1160'. 3 landing lanes, 10,4000'.
OSHKOSH-WINNEBAGO COUNTY ARPT: Use N/S and E/W Rnwys only - winters. (12-24)
STEVENS POINT ARPT: Taxi strip to Rnwys 3 and 12 not plowed - winters. (2-1)
TREMEALEAU BCN SITE 24, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)
WOODRUFF-RADIO: Private MH fac shut down until further notice. (4-15)
WOODRUFF-ARBOR VITAE ARPT: Rnwys kept plowed xcpt after hvy snow storms which may cause dalay. Check field condition before departure. (1-28)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.
**CASPER-WARDELL ARPT: Abandoned. (3-22)
CHEROKEE-RADIO: DME coverage at 50 mi as follows: 45-160°, 12,000' MSL; 160-220°, 11,000' MSL; 220-300°, 10,000' MSL; 300° thru N - 45°, 11,000' MSL. (4-14)
CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 73' MSL; 120-180°, 75'MSL; 180-280°, 110' MSL; 280-325°, 105' MSL; 325-340°, 90' MSL; 340-010°, 75' MSL. (4-12)
FORT BRIDGER-RADIO: DME coverage at 50 mi as follows: N thru 90°, 10,000' MSL; 90-120°, 12,000' MSL; 120-210°, 16,000' MSL; 210 thru W to N, 12,000' MSL. (4-14)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft clsd to hvy acft.
JACKSON ARPT: E/W Rnwy clsd and fenced. (6-1)
RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.
ROCK SPRINGS-RADIO: DME coverage at 50 mi as follows: 10,000' MSL, N to 75°; 13,000' MSL, 75-150°; 14,000' MSL, 150-190°; 12,000' MSL, 190-220° 10,000' MSL, 220-300°; 11,000' MSL, 300° to N. (4-14)
ROCKSPRINGS ARPT: Caution - first 500' NW end NW/SE Rnwy clsd - mrkd. (3-18)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area.

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES, LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS AND DIST.	MIN ALT.				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
BALTIMORE, MD. Friendship Int'l Arpt 146 SBMRLZ-DTV BAL Procedure No. 1 Effective date: 5/15/54	Severna Park (Final)	014 9.0	800	W side S crs* 194 outbnd 014 inbnd 1500'-within 10 mi	800	259 7.3	T-dn C-dn A-dn	300-1 600-2 800-2	300-1 600-2 800-2	Within 0.0 miles. . .climb to 2000' on N crs within 25 miles. *Procedure turn conducted W to avoid Aberdeen Danger Area.
Harbor Airport 14 SBMRLZ-DTV BAL Procedure No. 1 Effective date: 5/15/54	Severna Park FM (final)	014 9.0	800	W side S crs* 194 outbnd 014 inbnd 1500'-within 10 mi	800	014 2.4	T-dn C-dn A-dn #	300-1 800-1.5 NA	300-1 800-1.5 NA	Within 2.4 miles. . .climb to 2000' on N crs within 25 miles. *Procedure turn conducted W to avoid Aberdeen Danger Area. #No weather reporting service at this airport.
BETHPAGE, N.Y. Grumman Airport 119 (using Mitchel LFR) SBMRAZ-DT HEM Procedure No. 1 Effective date: 5/15/54	Long Beach Int. (Final)	040 15.0	800	E side SW crs 220 outbnd 040 inbnd 1500'-within 10 mi	800	050 3.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 3 miles. . .make a right climbing turn to 1500' (or higher altitude when directed by ATC). Proceed outbnd on NE crs of Mitchel LFR to St. James Int.
	Radar Terminal area transitions all directions	within 25 mi of IDL	3000							
	E of NE/SW crs LaGuardia LFR (Radar transition utilizing Idlewild Surveillance Radar)	within 15 mi of IDL	1500							
BRIDGEPORT, CONN. Bridgeport Airport 9 MRLWZ BDR Procedure No. 1 Effective date: 5/15/54				N side NE crs 051 outbnd 231 inbnd 1500'-within 10 mi	1000	231 3.7	T-dn C-dn* S-d* S-n* 24 A-dn	300-1 600-1 500-1 500-1 800-2	300-1 600-1.5 500-1 500-1.5 800-2	Within 3.7 miles. . .climb to 1500' on SW crs within 25 mi. ADF procedure not authorized. *CAUTION: Standard clearance not provided over 362' stacks 1.5 mi W of range.
CHARLOTTE, N. C. - Douglas Field - Change column 4 and 6 from 1620 to read 1600.										
CHEYENNE, WYO. Cheyenne Airport 6156 SBRAZ-DTV CYS Procedure No. 1 Effective date: 4/20/54	Silver Crown FM	102 13.0	8000	N side NW crs* 282 outbnd 102 inbnd 8000' within 10 mi#	6800	067 0.9	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 0.9 mi climb to 7500' on S crs. Alternate missed apch when directed by ATC, climb to 7500' on N crs CYS LFR within 25 mi. Notes: *Procedure turn N side account higher terrain S. #Procedure turn not authorized beyond 10 mi account high terrain.
CYS & LOM - CY Procedure No. 2 Effective date: 4/20/54	Hillsdale FM (Final abeam LOM)	298 8.0 to abeam LOM	7000	N side E crs 076 outbnd 256 inbnd 7300' within 25 mi	7000 (Abeam ILS LOM*)	256 6.1 (From ILS LOM)	T-dn C-dn S-dn 26 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.1 miles after passing ILS, LOM, climb to 7500' on S crs. Alternate missed approach when directed by ATC. Climb to 7500' on N crs CYS LFR within 25 mi NOTES: * ILS LOM must be received on ADF, Freq 219 kc. Ident: CY.
	Silver Crown FM	102 13.0 to LFR	8000							
ELMIRA, N.Y. - CHEMUNG COUNTY AIRPORT - CORRECT FREQUENCY FROM 391 kc TO READ 375 kc.										
EL PASO, TEXAS El Paso Int'l Airport 3936 SBRAZ-DTV ELP Procedure No. 1 Effective date: 5/5/54	Hueco Mt. FM (Final) *	257 18.0	5000	S side of crs 077 outbnd 257 inbnd 6500'-within 15 mi (Beyond 15 mi NA)	5000	257 4.8	T-dn C-dn S-dn 26 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.6 miles make left turn to 125° mag climb to 5000' on S crs within 25 mi. Procedure turn non-standard due to terrain to the N. *Maintain 7000' until 5 miles W of Hueco Mt. FM. If Hueco Mt. FM not identified maintain 8000' until over El Paso LFR.
	El Paso VOR	258 0.7	5000							
	Clint Radio Beacon	327 16.0	5000							
	Newman MHW	177 11.0	5000							
	Int. ILS NE crs	177 6.0	5000							
GREENSBORO, N. C. - Greensboro-High Point Airport - Correct column 5 to read; N side of NE crs.										
LYNCHBURG, VA. Preston Glenn Airport 942 SBRAZ-DTV LYH Procedure No. 1 Effective date: 5/15/54				E side S crs 165 outbnd 345 inbnd 2500'-within 10 mi	1940	157 1.9	T-dn C-d C-n A-dn	500-1 1000-1 1000-2 1500-2	500-1 1000-2 1000-2 1500-2	Within 0.0 miles. . .turn left and climb to 2500' on S crs. CAUTION: Do not proceed N of the Lynchburg LFR. NOTE: Airport lies between procedure turn and the LFR.
Procedure No. 2 (using Oak Grove FM) Effective date: 5/15/54				E side S crs 165 outbnd 345 inbnd 2500'-within 10 mi of Oak Grove FM	1740 (over Oak Grove FM)	348 3.9 (From Oak Grove FM)	T-dn C-dn S-dn 35 A-dn	500-1 700-1 600-1 900-2	500-1 800-1.5 600-1 900-2	Within 3.9 miles from Oak Grove FM....climb straight ahead to 2600' inbnd on S crs, then make a climbing left turn, proceed outbnd on S crs of LFR at 2500'. CAUTION: Do not proceed N of the Lynchburg LFR.
MINNEAPOLIS, MINN. - MINNEAPOLIS - ST. PAUL INTERNATIONAL AIRPORT - CORRECT COLUMN 7 TO READ 3.5; COLUMN 11 TO READ 2500' ON NW CRS.										
MORIARTY, N. MEX. - OTTO AIRPORT - FORMERLY CARRIED OTTO, N. MEX. - ADD TO COLUMN 3 254; 24.0										
OKLAHOMA CITY, OKLA Will Rogers Field 1283 SBRAZ-DTV Procedure No. 1 Effective date: 5/5/54	Mustang FM (Final)	075 8.0	1900	S side of crs 255 outbnd 075 inbnd 2400'-within 20 mi 2500'-within 25 mi	1900	078 1.6	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.6 miles, climb to 2700' on E crs of OKC LFR within 25 miles or when directed by ATC, climb to 2500' on N crs of OKC LFR within 25 miles.
	Bethany Int.	180 8.0	2500							
	Oklahoma City VOR	099 8.0	2400							
TRI-CITY, TENN. (Bristol, Johnson City, Kingsport) Tri-City Airport 1524 SBRAZ- TRI Procedure No. 1 Effective date: 5/3/54	(Abingdon) Int. NE crs TRI LFR & TRI VOR 030	245 22.0	3300	N side NE crs 065 outbnd 245 inbnd 3600'-within 15 mi (Beyond 15 mi NA)	2620	252 3.2	T-dn C-d C-n S-d S-n A-dn	300-1 700-1 700-1.5 500-1 500-1 1000-2	300-1 800-1.5 800-2 800-1.5 800-2 1000-2	Within 3.2 miles. . .climb to 5000' on SW crs, within 25 miles. CAUTION: Extreme trubulence may be expected during periods of high wind velocities.
	(Bristol Int). NE crs TRI LFR & TRI VOR 030 or 340° from Emmett MHW (Final)	245 10.0	2620							
	TRI - VOR	289 13.0	5600							
	(Grey) Int. SW crs TRI LFR & TRI VOR 275°	065 6.0	3000							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN ALT.	PROCEDURE TURN: I SIDE OF FINAL APCH CRS; OUTBND AND INBND ALTITUDES; LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SALT FLAT, TEX. CAA Intermediate Fld 3723 BMRLZ-DTV- SFL Procedure No. 1 Effective date: 5/1/54	Salt Flat BVOR	333 3.0	5800	W side N crs 342 outbnd 162 inbnd 4900'-within 15 mi (Beyond 15 mi NA)	4300	162 2.7	T-d T-n C-d C-n S-d 16 S-n 16 A-dn	300-1 300-2 500-1 500-2 500-1 500-2 800-2	300-1 300-2 500-1.5 500-2 500-1 500-2 800-2	Within 2.7 mi. turn right and climb to 7700' on W crs within 25 mi. This procedure not approved for ADF apch. CAUTION: Terrain 4030' msl approximately 2.5 miles WSW of Airport.

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

BALTIMORE, MD. Harbor Airport 14 BVOR BAL Procedure No. 1 Effective date: 5/5/54	Loch Raven Int. Baltimore LFR Beltsville FM Int. NE crs Arcola LFR	209 28.0 277 8.0 049 15.0 173 30.0	2000 1500 1600 2000	S side of crs 258 outbnd 078 inbnd 1600'-within 10 miles	1100	078 7.8	T-dn C-dn S-d S-n 9 A-dn#	300-1 800-1.5 800-1 800-1.5 NA	300-1 800-1.5 800-1.5 800-1.5 NA	Within 7.8 miles. . .climb to 2000' on crs of 015° outbnd from VOR within 25 miles. # No weather reporting service at this airport.
CHARLESTON, W. VA. Kanawha County Arpt 981 BVOR CHW Procedure No. 1 Effective date: 5/5/54	Charleston LFR	184 10.0	2500	S side of crs 245 outbnd 065 inbnd 2500'-within 10 mi	2000	065 11.8	T-dn C-dn A-dn	300-1 800-2 1000-2	300-1 800-2 1000-2	Within 11.8 miles. . .climb to 2500' on crs of 060° within 25 miles of VOR.
EL PASO, TEXAS El Paso Intn'l Airport 3936 BVOR ELP Procedure No. 1 Effective date: 5/5/54	El Paso LFR Hueco Mt. FM (Final)*	078 0.7 259 17.0	5000 5000	S side of crs 078 outbnd 258 inbnd 6500'-within 15 mi (Beyond 15 mi NA)	5000	258 5.4	T-dn C-dn S-dn 26 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.4 miles turn left to 125° mag, climb to 5000' intercept and proceed on crs of 150° within 25 miles. Procedure non-standard due to terrain north. *Maintain 7000' until 5.0 miles W of Hueco Mt. FM. If Hueco Mt. FM not identified maintain 8000' until over ELP VOR.
MASON CITY, IOWA Mason City Airport 1216 BVOR MCW Procedure No. 1 Effective date: 5/5/54	Mason City "H"	168 4.0	2200	E side of crs 175 outbnd 355 inbnd 2200'-within 25 mi	1720	355 3.9	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.9 miles climb to 2800' on crs 355° outbnd within 25 miles.
MASSENA, N.Y. Richards Airport 205 BVOR-DTVJ MSS Procedure No. 1 Effective date: 5/5/54	Ottawa Range SE crs Montreal LFR	138 51.0 260 55.0	1500 2000	N side of crs 117 outbnd 297 inbnd 1700'-within 10 mi (Beyond 10 mi NA)	1200	297 6.2	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 600-1.5 800-2	Within 6.2 miles. . .make a climbing right turn to 2000', return to Massena VOR. CAUTION: 598' twr located approx. 2.0 mi SW of airport.
SALT FLAT, TEX. CAA Intermediate Fld. 3723 BVOR SFL Procedure No. 1 Effective date: 5/1/54	Salt Flat LFR	153 3.0	5800	W side of crs 340 outbnd 160 inbnd 4900'-within 15 mi (Beyond 15 mi NA)	4300	On arpt	T-d T-n C-d C-n S-d S-n S-dn	300-1 300-2 600-1 600-2 600-1 600-2 800-2	300-1 300-2 600-1.5 600-2 600-1 600-2 800-2	Within 0 miles turn right and climb to 7700' on 261° radial within 25 miles. CAUTION: Terrain 4030' msl approximately 2.5 miles WSW of airport.
McALESTER, OKLA. McAlester Airport 770 BVOR - DTVBJ 112.3 mc - MLC Procedure No. 1 Effective date: 7/2/53				E side crs 168 outbnd 348 inbnd 2400'-within 25 mi	1760	348 2.0	T-dn C-dn A-dn	300-2 600-2 800-2	300-2 600-2 800-2	Within 2.0 mi. . .climb to 2000' on crs of 348° within 25 mi of VOR. CAUTION: No control area. Pilots using this facility should keep McAlester radio advised of position, altitude and ETA over station.
CHEYENNE, WYO. Cheyenne Airport 6156 BVOR - CYS Procedure No. 1 Effective date: 2/15/54	Cheyenne LFR	028 5.0	7300	W side of crs 015 outbnd 195 inbnd 7300'-within 25 mi	6800	195 4.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 4.3 miles, climb to 7500' on crs of 166° within 25 miles of VOR

MUSKEGON, MICH.-MUSKEGON COUNTY AIRPORT - CORRECT COLUMN 3 TO READ 275 DEGREES, 0.7 MILES.

SALISBURY, MD. - WICOMICO COUNTY AIRPORT - PROCEDURE NO. TVOR-13 CANCELLED EFFECTIVE DATE 4/9/54.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM FREQ AND IDENT. / LOM FREQ AND IDENT. / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
BURLINGTON, VT. Burlington Airport 334 ILS - BTV LOM - BT Procedure No. 1 Effective date: 5/15/54 Comb. ILS-ADF	Burlington LFR	LOM	320 3.5	1500	N side NW crs 326 outbnd 146 inbnd 1800'-within 10 mi *Procedure turn N due to terrain S of approach crs.	ILS 1800 ADF 1000 over LOM	1755 5.6	600 0.9	T-dn C-d ILS ADF C-n ILS ADF S-dn 15 ILS ADF A-dn	300-1 500-1 600-1 500-1.5 600-1 400-0.75 600-1 800-2	300-1 600-1.5 600-1.5 600-1.5 600-1.5 400-0.75 600-1 800-2	5.6 mi after passing LOM (ADF) . . . make a climbing right turn to 4500' on crs of 205° from ILS LOM or the S crs of the Burlington LFR.
	Plattsburg VOR	LOM	171 20.0	1500								
	Vergennes FM	LOM	023 27.0	2000								
CHEYENNE, WYO. Cheyenne Airport 6156 ILS - CYS Procedure No. 1 Effective date: 4/19/54	CYS LFR	LOM	081 9.0	7500	N side E crs 082 outbnd 262 inbnd 7500'-within 5 mi of LOM	7500	7500 6.1	6300 0.66	T-dn C-dn S-dn 26 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to 7500' on S crs CYS LFR. Alternate missed approach when directed by ATC. Climb to 7500' on N crs of CYS LFR or to 7500' on radial 346° from CYS VOR within 25 mi of respective station.
	Hillsdale FM	ILS E crs	230 2.5	7500								
	Silver Crown FM	LOM	092 20.0	8000								
	CYS VOR	LOM	119 7.0	7500								
HOUSTON, TEX. Houston Airport 50 ILS - HOU LOM - OU Procedure No. 1 Effective date: 5/1/54 Comb. ILS-ADF	Houston VOR	ILS-OM	219 6.0	1200	S side SW crs 215 outbnd 035 inbnd 1300' within 15 mi (Beyond 15 mi NA)	ILS 1260 ADF 700 over LOM	1260 4.8	250 0.7	T-dn C-dn S-dn 3 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1600' on NE crs. HOU ILS within 25 mi or when directed by ATC, turn left climb to 1700' on NW crs. HOU LFR or HOU VOR radial 305 within 25 mi.
	Houston LFR	ILS-SW crs	309 2.5	1200								
	Houston FM	ILS-LOM	168 8.0	1400								
	Arcola FM	ILS SW crs	015 5.0	1200								
	Webster FM	ILS-LOM	284 13.0	1200								
	Monument RBN	ILS-LOM	215 19.0	1400								
Procedure No. 2 Effective date: 5/1/54	Houston VOR	MNU Rbn	033 13.0	1400	N side NE crs 035 outbnd 215 inbnd 1600 within 5 mi E of Monument Rbn	Over MNU Rbn 1600 Pasadena Fix 900**	Pasadena Fix 4.0		T-dn C-dn S-dn 21 A-dn	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Climb to 1200' on SW crs. HOU ILS within 15 miles or when directed by ATC turn right climb to 1700 on NW crs. of HOU LFR or HOU VOR radial 305 within 25 mi.
	Houston LFR	"	024 14.0	1400								
	Monument Rbn*	Pasadena Fix # (final)	215 9.0	900								

*Except when in accordance with approved radar vectoring procedures, final approach must be initiated from Monument RBN. Aircraft must be in contact with Houston Radar prior to leaving Monument RBN on final.
#Pasadena fix is a Houston Radar (ASR) fix 4.0 miles NE of Houston Airport on the NE course of Houston ILS.
**Descent below 900' MSL NA unless position advisory over Pasadena Fix received from Houston Radar

INDIANAPOLIS, IND. Weir Cook Airport 796 ILS-IND LOM-IN Procedure No. 1 Comb. ILS-ADF Effective date: 4/20/54	Radar terminal area transition altitude, bearing are from radar, azimuths rotating clockwise.	280 to 120	All crs within 20 mi	2300	S side SW crs ILS 224 outbnd 044 inbnd 1900'-within 15 mi of LOM	ILS 1900 ADF 1400	1903 4.3	1049 0.9	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.3 miles (ADF) after passing LOM, climb to 2300' on E crs of IND LFR to Greenfield Int. or as directed by ATC, as follows: 1. Climb to 2200' on S crs IND LFR within 25 miles. 2. Make left turn, climb to 1500' and proceed to LOM.
		120 to 280	"	2000								
	Clayton FM	SW crs ILS	105 8.0	1900								
	Clayton FM (ADF)	LOM	035 11.0	1900								
	Indianapolis LFR	SW crs ILS	193 4.0	1900								
	Indianapolis LFR (ADF)	LOM	177 3.0	1900								
	Int. E crs IND LFR & SW crs ILS or brg 224° to LOM	LOM	224 5.0	1900								
	Int. S crs IND LFR & SW crs ILS or bearing 224° to LOM	LOM	224 0.3	1900								
	Int. 025° crs to IND VOR & SW crs ILS (Final)	LOM	044 15.0	1900								
ILS- IND Procedure No. 2 Effective date: 4/20/54	Radar terminal area transition altitudes, bearings are from radar, azimuths rotate clockwise	280 to 120	All crs within 20 mi	2300	N side NE crs ILS 044 outbnd 224 inbnd 2300'-within 25 mi of River Int.#	No glide slope min. alt. over River Int# inbnd on final 1800	No OM River Int.# 224 5.0	No MM	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5 miles after passing River Int. #, make right turn, climb to 2000' on W crs, IND LFR within 15 miles, or as directed by ATC as follows: 1. Climb to 2100' on NW crs. IND LFR within 25 miles of IND LFR. 2. Climb on SW crs ILS to 1900', proceed to LOM. #River Int. is 2.3° brg to IND VOR and NE crs. ILS. This procedure authorized only when acft equipped to receive VOR and ILS simultaneously or ASR and ILS simultaneously. **Radar transitions must intercept NE crs. ILS at least 5 mi NE River Int.
		120 to 280	"	2000								
	Int NE crs ILS & brg 239 to IND VOR	River Int	224 22.0	2300								
	Int. NE crs. ILS & brg 240 to IND VOR (Final)	River Int	224 12.0	VOR fix 1800 ASR fix 2300								
	Int NE crs ILS & bearing 263 to IND VOR (final)	River Int#	224 5.0	1800								
	Int SW crs ILS & E crs IND LFR	River Int#	044 5.0	2300								
	Indianapolis LFR	SW crs ILS	074 4.0	2300								
Procedure No. 3	PROCEDURE CANCELLED											
OKLAHOMA CITY, OKLA. Will Rogers Field 1283 ILS - OKC LOM - OK Procedure No. 1 Comb. ADF - ILS Effective date: 5/6/54	Oklahoma City VOR	OM	125 13.0	2400	E side of crs 170 outbnd 350 inbnd 2500'-within 25 mi	ILS 2500 ADF 1900 over LOM	2500 4.8	1475 0.6	T-dn C-dn S-dn 35 ADF ILS A-dn	300-1 500-1 500-1 400-0.75 800-2	300-1 500-1.5 500-1 400-0.75 800-2	Climb to 2500' on N crs OKC ILS within 25 miles or when directed by ATC turn left, climb to 2500' on radial 277° of OKC VOR within 25 miles, or turn left, climb to 2500' on W crs of OKC LFR within 25 miles.
	Oklahoma City LFR	LOM	150 6.0	2400								
	Bethany Int.	LOM	168 13.0	2500								
	Mustang FM	LOM	107 11.0	2400								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

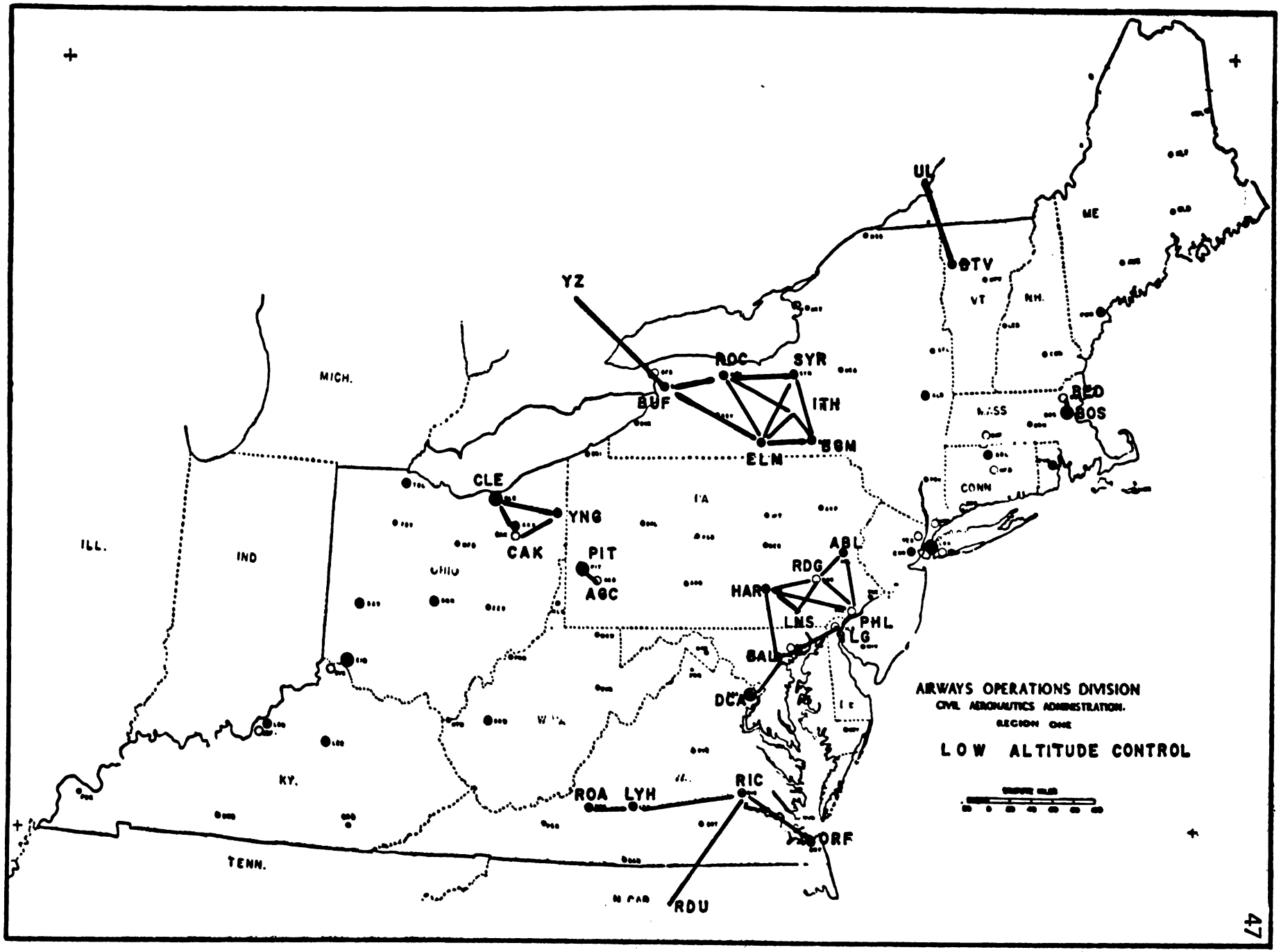
CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ONTARIO, CALIF. Ontario Intn'l Arpt 952 ILS - ONT Procedure No. 1 Effective date: 4/19/54	Ontario VOR	LMM	350 8.0	2500*	S side E crs 075 outbnd 255 inbnd 3200' - within 10 mi of LOM Procedure turn beyond 10 mi NA (north crs RIV LFR) Procedure turn south for more favorable terrain.	2740	2120 4.5	1140 0.66	T-dn C-dn S-dn 25 A-dn	300-1 500-1 400-0.75 800-2	300-1 600-1.5 400-0.75 800-2	Climb to 4000' hold E of Int of ILS W crs & NE crs LOB LFR in non-standard 2-min. pattern. *Must be on top with top not above 5000' msl. #With tops 5000' or below, transition from RIV LFR to Int E crs ILS authorized at 5000' with straight in apch to ONT authorized if clear of obstacles at glide path intercept. With tops above 5000' use procedure outlined in note 2. 3. When established on letter W bnd descend W bnd and cross precise turn S between LMM & INT of ILS W crs & NE crs LOB, not below 4000'. Recross LOM E bnd not below 3200'. CAUTION: High terrain N all maneuvering on S side of letter crs.
	Fontana FM	LMM	223 13.0	5000*								
	Downey Rbn	ILS W crs	055 21.0	2500*								
	Riverside LFR	ILS E crs	324 10.0	10,000 NA #								
PITTSBURGH, PA., - Allegheny Co. Arpt Procedure No. 1	Correct column 1 - ILS identification to read AGC.											
Greater Pittsburgh Airport Procedure No. 1	Correct column 1 - ILS identification to read - PIT.											
SYRACUSE, N.Y. Hancock Airport Procedure No. 1	Delete LMM from column 1											
WHITE PLAINS, N.Y. Westchester Co. Arpt. Procedure No. 1	Correct column 6 to read East side of NW crs - effective date 5/7/54											
OAKLAND, CALIF. - OAKLAND AIRPORT - SFO LFR - COLUMN 5 TO READ 4000'.												

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / *CLASS OF FACILITY / FREQ IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
AMITYVILLE, L.I., N.Y. Zahn's Airport 80 (Using Babylon MHW-FM BRN) Procedure No. 1 Effective date: 5/15/54	Mitchel LFR	121 8.0	1500	W side of crs 170 outbnd 350 inbnd 1500' - within 10 mi	800	350 3.0	T-d T-n C-d C-n S-d 35 S-n A-d A-n	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	Within 3.0 miles of Babylon MHW, climb on a crs of 350° to the NE crs of the Mitchel LFR and proceed to the St. James Int. at 1500'. Procedure turn conducted W to facilitate Air Traffic Control. Straight-in approach approved on a crs of 350° to the Babylon MHW within 10 miles as determined by surveillance radar.
	Long Beach INT.	066 18.0	1500							
	Scotland RBN	077 32.0	1500							
	St. James INT.	229 19.0	1500							
	Huntington Int.	179 14.0	1500							
	Radar terminal area transitions all directions	Within 25 mi IDL	3000							
BEDFORD, MASS. Hanscom Airport 135 LOM - BE Procedure No. 1 Effective date: 4/21/54	Boston LFR	302 22.0	1700	N side of crs 292 outbnd 112 inbnd 1600' - within 10 mi	1200	292 4.5	T-dn C-dn S-dn 11 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 miles after passing LOM, make a climbing left turn to 1600' on crs of 292° from LOM within 10 miles. Procedure turn conducted N to avoid traffic S of Red 11.
	Franklin Int.	012 27.0	1800							
	Bedford MHW	291 5.0	1600							
DANVILLE, VA. Danville Airport 582 BMH-TV DAN Procedure No. 1 Effective date: 5/15/54	Int. NE crs Greensboro LFR and 327° brng to Danville MH	327 8.0	1600	N side of crs 061 outbnd 241 inbnd 1600' - within 10 mi	1100	At airport	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0.0 miles. . .climb to 2300' on crs of 220° within 25 miles.
	South Boston Int.	257 24.0	1600							
	Int. NE crs Greensboro LFR and 012° brng to Danville MH	012 11.0	1600							
	Danville VOR	254 19.0	1600							
HOUSTON, TEXAS - HOUSTON AIRPORT - PROCEDURE NO. 1 SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED 5/1/54										
MOULTRIE, GA. - SPENCE AIRPORT - PROCEDURE CANCELLED.										
OKLAHOMA CITY, OKLA. - WILL ROGERS FIELD - PROCEDURE NO. 1 - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED 5/6/54										
OKLAHOMA CITY, OKLA Will Rogers Field 1283 Tulakes MHW - TWO Procedure No. 2 Effective date: 5/6/54	Oklahoma City LFR	015 5.0	2500	W side of crs 350 outbnd 170 inbnd 2500' - within 15 mi (Beyond 15 mi NA)	2000	170 4.6	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 miles climb to 2400' on crs of 170° within 25 mi, or when directed by ATC turn right climb to 2500' on W crs of OKC LFR within 25 miles.
	Oklahoma City VOR	070 10.0	2500							
	Oklahoma City LOM	350 11.0	2500							
	Bethany Int. (Final)	152 3.0	2000							
	Mustang FM	052 11.0	2500							
FT. WORTH, TEXAS - AMON CARTER FIELD - CORRECT FREQUENCY FROM 219kc TO READ 407kc.										
SAVANNAH, GEORGIA Travis Field 50 LOM - SA Procedure No. 1 Effective date: 12/17/53	SAV - LFR	324 12.0	1300	N side crs 285 outbnd 105 inbnd 1400 - within 15 mi (Beyond 15 mi NA)	900	090 5.52	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 1000-2 BCOB	300-1 500-1.5 500-1 1000-2 BCOB	.....Make immediate left turn...climb to 1400 on NW crs of SAV-LFR, or 321° from the LOM, within 25 miles. CAUTION. Danger area to the S side of final approach crs.
	NE crs of SAV-LFR	270 18.0	1400							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.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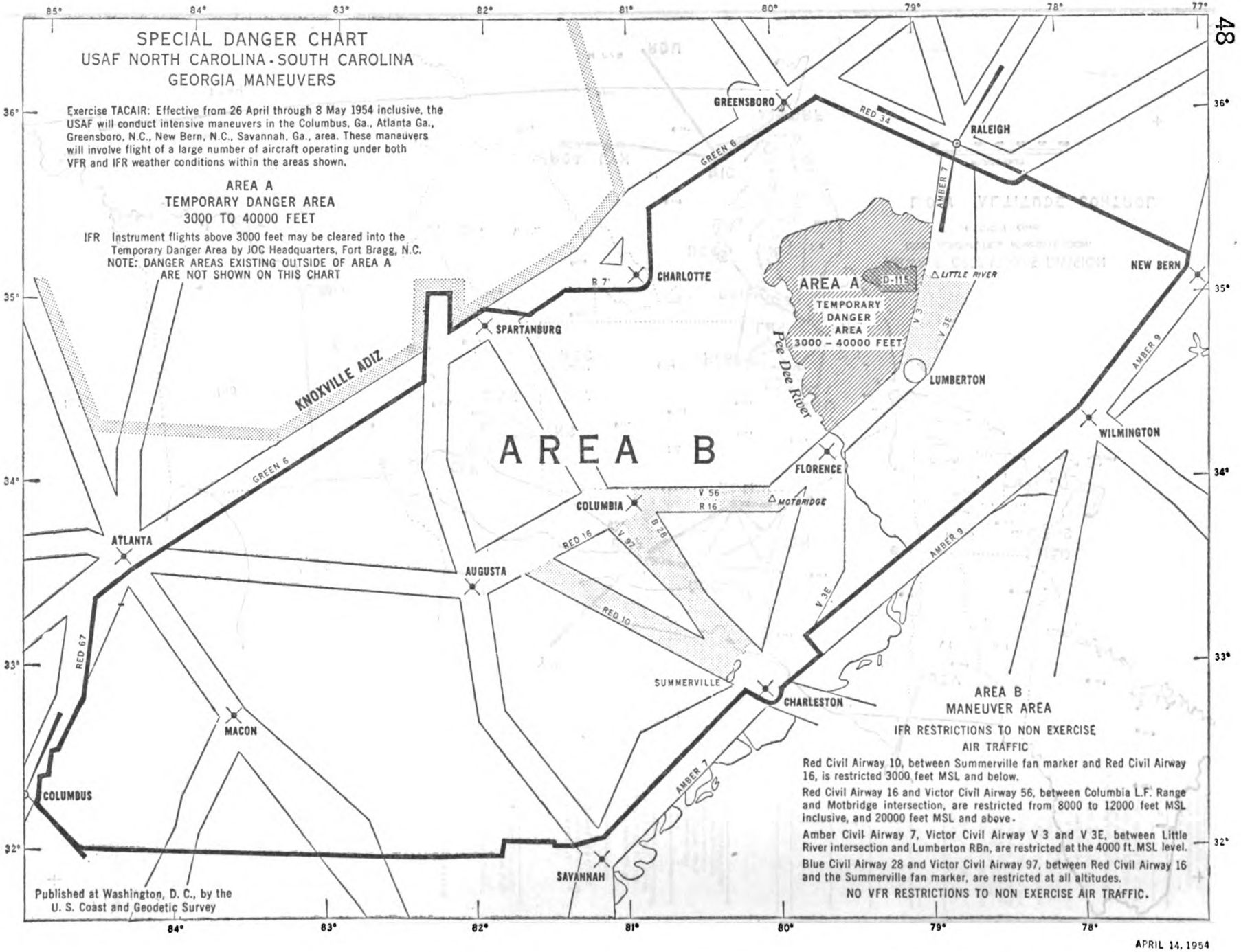
AIRWAYS OPERATIONS DIVISION
CIVIL AERONAUTICS ADMINISTRATION.
REGION ONE
LOW ALTITUDE CONTROL

SPECIAL DANGER CHART
USAF NORTH CAROLINA - SOUTH CAROLINA GEORGIA MANEUVERS

Exercise TACAIR: Effective from 26 April through 8 May 1954 inclusive, the USAF will conduct intensive maneuvers in the Columbus, Ga., Atlanta Ga., Greensboro, N.C., New Bern, N.C., Savannah, Ga., area. These maneuvers will involve flight of a large number of aircraft operating under both VFR and IFR weather conditions within the areas shown.

AREA A
TEMPORARY DANGER AREA
3000 TO 40000 FEET

IFR Instrument flights above 3000 feet may be cleared into the Temporary Danger Area by JOC Headquarters, Fort Bragg, N.C.
NOTE: DANGER AREAS EXISTING OUTSIDE OF AREA A ARE NOT SHOWN ON THIS CHART



AREA B
MANEUVER AREA

IFR RESTRICTIONS TO NON EXERCISE AIR TRAFFIC

Red Civil Airway 10, between Summerville fan marker and Red Civil Airway 16, is restricted 3000 feet MSL and below.

Red Civil Airway 16 and Victor Civil Airway 56, between Columbia L.F. Range and Motbridge intersection, are restricted from 8000 to 12000 feet MSL inclusive, and 20000 feet MSL and above.

Amber Civil Airway 7, Victor Civil Airway V 3 and V 3E, between Little River intersection and Lumberton RBn, are restricted at the 4000 ft. MSL level.

Blue Civil Airway 28 and Victor Civil Airway 97, between Red Civil Airway 16 and the Summerville fan marker, are restricted at all altitudes.

NO VFR RESTRICTIONS TO NON EXERCISE AIR TRAFFIC.

Published at Washington, D. C., by the U. S. Coast and Geodetic Survey

APRIL 14, 1954

AIRMAN'S GUIDE

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS - See page 3.

NOTICES TO AIRMAN Page 2

VOL. 9, NO. 4 ..... MAY 4, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

✓ AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (1) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

DLC	Delaware City, Del. (Assignment)
FTZ	Fitzgerald, Pa., VOR (Assignment)
MVL	Mariensville, Pa., REP (Deletion)
ZNK	Newark, Del. (Deletion)
DU	Dolbeau, Que. (Assignment)
PW	Westview, B. C. (Change from Powell River)
SF	St. Felicien, Que. (Deletion)

✓ AERONAUTICAL CHART CORRECTIONS: (1) Change obstruction elevation shown on Austin Sectional Chart, dated Mar. 3, 1954, at lat. 30-52-20, long. 96-00-20 from 5324' to 1101'.

(2) Add same obstruction on WAC #469, dated February 19, 1954.

(3) RF #1, dated April 5, 1954, change NW radial of Pendleton, Oregon (VOR) shown as 200° to 290°.

(4) New York Terminal Area Departure Chart, dated March 24, 1954 - change frequency of MacArthur middle marker from 275 kc to 257 kc.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

(5-4-54)

✓ **VOR RECEIVER CHECK SIGNALS:** Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of April 30, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal

GROUND (Cont'd)

Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oreg., Klamath
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International

VOR CHECK POINTS (Continued):

Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso-Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Houston, Texas, Ellington AFB (Houston VOR)
Knoxville, Tenn., McGhee-Tyson
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline-Quad City
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ottumwa, Iowa
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Midland-Air Terminal
Miles City, Mont.
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Ontario, Calif., Ontario-International
Palmdale, Calif., Palmdale-Los Angeles County
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and Sulphur Springs VOR)
White Plains, N. Y., Westchester Co.
Wilkes-Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

✓MINIMUM EN ROUTE IFR ALTITUDES: Effective May 4, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2 is amended to read in part:		
North Scituate (INT), R. I.	Boston, Mass. (LFR)	1,800
(2) Amber Civil Airway No. 6 is amended to read in part:		
A beam of Mansfield, Ohio (LF/RBN)	Brighton (INT), Ohio	2,500
Parkman (INT), Ohio	Perry, Ohio (LF/RBN)	2,500
(3) Red Civil Airway No. 16 is amended to read in part:		
Augusta, Ga. (LFR)	Columbia, S. C. (LFR)	2,000
(4) Red Civil Airway No. 19 is amended to read in part:		
Akron, Ohio (LFR)	Bergholz, Ohio (LF/RBN)	2,500
Bergholz, Ohio (LF/RBN)	Morgantown, W. Va. (LFR)	3,000
(5) Red Civil Airway No. 21 is amended to read in part:		
Providence, R. I. (LFR)	Squantum, Mass. (LFR)	1,800
(6) Red Civil Airway No. 45 is amended to read in part:		
Baltimore, Md. (LFR)	Loch Raven (INT), Md.	2,000
(7) Red Civil Airway No. 57 is amended to eliminate:		
Vermillion (INT), Ohio	Akron, Ohio (LFR)	2,500
(8) Red Civil Airway No. 105 is added to read:		
Cassoday (INT), Kans.	Chanute, Kans. (LFR)	2,800
Chanute, Kans. (LFR)	Int. E crs Chanute, Kans. (LFR) & N crs Joplin, Mo. (LFR)	2,300
(9) Blue Civil Airway No. 4 is amended to eliminate:		
Nantucket, Mass. (VAR)	Squantum, Mass. (LFR)	1,500
(10) Blue Civil Airway No. 13 is amended to read in part:		
Mason City, Iowa (LF/RBN)	Ellendale (INT), Minn.	2,800
Ellendale (INT), Minn.	Stanton, Minn. (LF/RBN)	2,500
(11) Blue Civil Airway No. 15 is amended to read:		
Huntington, W. Va. (LF/RBN)	Columbus, Ohio (LFR)	2,500
Columbus, Ohio (LFR)	Akron, Ohio (LFR)	2,500
(12) Blue Civil Airway No. 18 is amended to read in part:		
Poughkeepsie, N. Y. (LFR)	Hyde Park (INT), N. Y.	3,000
Hyde Park (INT), N. Y.	Albany, N. Y. (LFR)	5,000
Coxsackie, N. Y. (FM)	Albany, N. Y. (LFR) (Northbound)	2,200
	(Southbound)	5,000
(13) Blue Civil Airway No. 81 is amended to read in part:		
Akron, Ohio (LFR)	Parkman (INT), Ohio	2,500
Parkman (INT), Ohio	*U. S. Canadian Border	2,600
*For that airspace over U. S. territory		
(14) VOR Civil Airway No. 1 is amended to read in part:		
Norfolk, Va. (VAR)	Salisbury, Md. (VOR)	1,700
(15) VOR Civil Airway No. 13 is amended to read in part:		
Mason City, Iowa (VOR)	Hope (INT), Minn.	*3,300
*2,800' - Minimum terrain clearance altitude		
Hope (INT), Minn.	Lakeville (INT), Minn.	*3,300
*2,600' - Minimum terrain clearance altitude		
Lakeville (INT), Minn.	Minneapolis, Minn. (VOR)	2,500
(16) VOR Civil Airway No. 14 is amended to read in part:		
Lake Shore (INT), Ohio	Perry (INT), Ohio	2,500
(17) VOR Civil Airway No. 29 is amended to read in part:		
Salisbury, Md. (VOR)	Dover, Del. (VOR)	1,700
(18) VOR Civil Airway No. 40 is amended to read in part:		
Wellington, Ohio (VAR)	Bergholz (INT), Ohio	2,500
(19) VOR Civil Airway No. 51 is amended to read in part:		
Chattanooga, Tenn. (VOR)	Crossville, Tenn. (VOR)	4,200
Crossville, Tenn. (VOR)	Highway (INT), Tenn.	4,200
(20) VOR Civil Airway No. 75 is amended to read in part:		
Wheeling, W. Va. (VOR)	Bergholz (INT), Ohio	3,000
Bergholz (INT), Ohio	Chippewa (INT), Ohio	2,500
Chippewa (INT), Ohio	Cleveland, Ohio (VOR)	2,200
(21) VOR Civil Airway No. 119 is amended to read in part:		
Pittsburgh, Pa. (VOR)	Ford (INT), Pa.	3,000
Ford (INT), Pa.	*Brookville (INT), Pa.	3,500
*4,000' - Minimum reception altitude		
(22) VOR Civil Airway No. 132 is amended to read in part:		
Great Bend (INT), Kans.	Hutchinson, Kans. (VOR)	*6,000
*3,200' - Minimum terrain clearance altitude		
(23) VOR Civil Airway No. 141 is added to read:		
Boston, Mass. (VOR)	Concord, N. H. (VOR)	2,000
(24) VOR Civil Airway No. 147 is amended to read in part:		
*Avon (INT), N. Y.	Rochester, N. Y. (VOR)	2,000
*3,000' - Minimum reception altitude		
3,000' - Minimum crossing altitude at Avon (INT), S-bound		

✓AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, Number 3, dated April 20, 1954 as follows:

(1) Page 31 - item (2). LEESBURG INTERSECTION - change to read: direction from holding point - NW; direction of turn - RIGHT on SW side Herndon 296° magnetic radial; time - one minute. Min. Alt. 3000'.

(2) Page 31 - item (10). CHARLOTTE HALL INTERSECTION - change to read: direction from holding point - SE; direction of turn - RIGHT on NE side Washington 159° magnetic radial; time - one minute. Min. Alt. 3000'.

✓DANGER AREA AMENDMENT: The following Danger Area Amendment shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 77 to PART 608 - DANGER AREAS

(May 20, 1954)

(1) In Section 608.54, the Tangier Island, Virginia, area (D-88), published on December 12, 1951, in 16 F. R. 12502, is amended by changing the "Using Agency" column to read: "NAOTS Chincoteague".

(2) In Section 608.19, the Townsend, Georgia, area (D-339), published on July 12, 1951, in 16 F. R. 6745 is amended by changing the "Designated Column" to read: "Surface to 50,000 feet MSL".

(3) In Section 608.32, a Black Creek, Miss., area (D-452) is added to read: Location: Black Creek (Mobile); Description: Within a 3 mile radius of a point at lat. 31-06-30, long. 89-06-15; Altitudes: Surface to 10,000' MSL; Time: Daylight hours daily - VFR only June, July and August of each year; Using Agency: Air National Guard, Gulfport, Miss.

(4) In Section 608.32, A Gulfport, Miss. area (D-453) is added to read: Location: Gulfport, Miss. (Mobile); Description: Starting at a point at lat. 30-13-30, long. 88-01-30, thence south to lat. 29-36-10, long. 88-01-30; thence northwest to lat. 29-43-30, long. 88-54-00; thence north to lat. 30-05-30, long. 88-54-00; thence to point of beginning, excluding that portion more than 3 nautical miles from the Mississippi shore; Altitudes: Surface to unlimited; Time: Daylight hours daily during June, July and August of each year; Using Agency: Air National Guard, Gulfport, Miss.

✓CIVIL AIRWAY, CONTROL AREA EXTENSION, CONTROL ZONES, CONTROL AREAS AND REPORTING POINT AMENDMENTS: Effective May 25, 1954, civil airways, control area extensions, control zones, control areas and reporting point amendments, are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) VOR civil airway No. 1 is amended by changing the caption to read "(Charleston, S. C. to New York, N. Y.)" and by adding a new first portion to read: "From the Charleston, S. C. omnirng station to the Myrtle Beach, S. C. omnirng station."

(2) VOR civil airway No. 3 (Key West, Fla. to Bangor, Me.) is amended by changing all before the Lumberton, N. C. omnirng station to read: "From the Key West, Fla. omnirng station via the Miami, Fla. omnirng station, including a east alternate and excluding the portion which overlaps Airspace Warning Area W-173; intersection of the Miami, Fla. omnirng 060° true and the West Palm Beach, Fla. omnirng 176° true radials; West Palm Beach, Fla. omnirng station; Vero Beach, Fla. omnirng station, including an east alternate from the West Palm Beach omnirng station to the Vero Beach omnirng station and also a west alternate from the Miami omnirng station to the Vero Beach omnirng station via the intersection of the Miami omnirng 338° true and the Vero Beach omnirng 192° true radials excluding the portions which overlap the Sterling danger area (D-169 and D-170); Daytona Beach, Fla. omnirng station, including a west alternate; Jacksonville, Fla. omnirng station, including an east alternate; Brunswick, Ga. omnirng station, including a west alternate via the intersection of the Jacksonville omnirng 309° true and the Brunswick omnirng 203° true radials; Savannah, Ga. omnirng station, including an east alternate; Charleston, S. C. omnirng station, including a west alternate; Florence, S. C. omnirng station, including an east alternate; Lumberton, N. C. omnirng station;"

(3) VOR civil airway No. 5 (Jacksonville, Fla. to Cleveland, Ohio) is amended by changing all before the Bowling Green, Ky. omnirng station to read: "From the Jacksonville, Fla. omnirng station via the Alma, Ga. omnirng station, including a west alternate; to the Macon, Ga. omnirng station, including an east alternate. From the Chattanooga, Tenn. omnirng station via the Nashville, Tenn. omnirng station; Bowling Green, Ky. omnirng station, including an east alternate;"

(5-4-54)

(4) VOR civil airway No. 6 (Oakland, Calif. to New York, N. Y.) is amended between the Sacramento, Calif. omnirng station and the Lovelock, Nev. omnirng station to read: "Sacramento, Calif. omnirng station; intersection of the Sacramento omnirng 040° true and the Reno omnirng 268° true radials; Reno, Nev. omnirng station, including a south alternate between the Sacramento, Calif. omnirng station and the Reno, Nev. omnirng station via the intersection of the Sacramento omnirng 055° true and the Reno omnirng 230° true radials; Lovelock, Nev. omnirng station;"

(5) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wisc.) is amended by changing all before the Tampa, Fla. omnirng station to read: "From the Miami, Fla. omnirng station via the Fort Myers, Fla. omnirng station, including a west alternate via the intersection of the Miami omnirng 274° true and the Fort Myers omnirng 133° true radials; Tampa, Fla. omnirng station;"

(6) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D. C.) is amended by changing all after the Pittsburgh, Pa. omnirng station to read: "Pittsburgh, Pa. omnirange station; Martinsburg, W. Va. omnirng station to the point of intersection of the Martinsburg omnirng 123° true and the Washington, D. C. terminal omnirange 319° true radials."

(7) VOR civil airway No. 14 (Roswell, N. M. to Boston, Mass.) is amended between the Hobart, Okla. omnirng station and the Neosho, Mo. omnirng station to read: "Hobart, Okla. omnirng station; Oklahoma City, Okla. omnirng station; Tulsa, Okla. omnirng station, including a north alternate and also a south alternate via the intersection of the Oklahoma City omnirng 100° true and the Tulsa omnirng 207° true radials; Neosho, Mo. omnirng station;"

(8) VOR civil airway No. 16 (Los Angeles, Calif. to Boston, Mass.) is amended by changing the portion between the Graham, Tenn. omnirng station and the Montebello, Va. omnirng station to read: "Graham, Tenn. omnirng station, including a south alternate; Nashville, Tenn. omnirng station to the Crossville, Tenn. omnirng station. From the Tri-City, Tenn. omnirng station via the Pulaski, Va. omnirng station; Montebello, Va. omnirng station;"

(9) VOR civil airway No. 17 (Laredo, Texas to Goodland, Kans.) is amended by changing all after the Waco, Texas omnirng station to read: "Waco, Texas omnirng station, including an east alternate; Fort Worth, Texas omnirng station, including a west alternate via the intersection of the Waco omnirng 330° true and the Fort Worth omnirng 187° true radials; Oklahoma City, Okla. omnirng station; Gage, Okla. omnirng station; Garden City, Kans. omnirng station to the Goodland, Kans. omnirng station, including a west alternate."

(10) VOR civil airway No. 18 (Dallas, Texas to Charleston, S. C.) is amended to read: "From the Dallas, Texas omnirng station via the Quitman, Texas omnirng station; Shreveport, La. omnirng station; Monroe, La. omnirng station; Jackson, Miss. omnirng station, including a south alternate; Meridian, Miss. omnirng station, including a south alternate; Tuscaloosa, Ala. omnirng station, including a north alternate; Birmingham, Ala. omnirng station, including a south alternate; to the Anniston, Ala. omnirng station. From the Augusta, Ga. omnirng station via the intersection of the Augusta omnirng 090° true and the Charleston omnirng 301° true radials to the Charleston, S. C. omnirng station."

(11) VOR civil airway No. 20 (Laredo, Texas to Richmond, Va.) is amended by changing all after the Mobile, Ala. omnirng station to read: "Mobile, Ala. omnirng station; Evergreen, Ala. omnirng station; Montgomery, Ala. omnirng station; La Grange, Ga. omnirng station to the Atlanta, Ga. omnirng station. From the Greensboro, N. C. omnirng station via the Danville, Va. omnirng station to the Flat Rock, Va. omnirng station."

(12) VOR civil airway No. 22 (New Orleans, La. to Jacksonville, Fla.) is amended to read: "From the New Orleans, La. omnirng station via the intersection of the New Orleans omnirng 081° true and the Mobile omnirng 223° true radials; Mobile, Ala. omnirng station; intersection of the Mobile omnirng 070° true and the Crestview omnirng 274° true radials; Crestview, Fla. omnirng station; Marianna, Fla. omnirng station; Tallahassee, Fla. omnirng station to the Jacksonville, Fla. omnirng station. Those portions of this airway above 19,000 feet which lie within the Tyndall AFB danger area (D-336) are excluded between sunset and sunrise."

(13) VOR civil airway No. 39 is amended by changing the caption to read: "(Danville, Va. to Kennebunk, Me.)" and by changing the first portion to read: "From the Danville, Va. omnirng station via the Gordonsville, Va. omnirng station; Herndon, Va. omnirng station to the point of intersection of the Herndon omnirng 045° true and the Baltimore omnirng 281° true radials."

(14) VOR civil airway No. 51 (Birmingham, Ala. to Indianapolis, Ind.) is amended to read: "From the Birmingham, Ala. omnirng station via the Chattanooga, Tenn. omnirng station; Crossville, Tenn. omnirng station; Louisville, Ky. omnirng station; intersection of the Louisville omnirng 356° true and the Indianapolis omnirng 137° true radials to the Indianapolis, Ind. omnirng station."

(15) VOR civil airway No. 57 (Birmingham, Ala. to Graham, Tenn.) is amended to read: "From the Birmingham, Ala. omnirng station via the intersection of the Birmingham omnirng 358° true and the Muscle Shoals omnirng 129° true radials; Muscle Shoals, Ala. omnirng station to the Graham, Tenn. omnirng station."

(16) VOR civil airway No. 77 (San Angelo, Texas to St. Joseph, Mo.) is amended between the Abilene, Texas omnirng station and the Ponca City, Okla. omnirng station to read: "Abilene, Texas omnirng station; Wichita Falls, Texas omnirng station, including an east alternate; intersection of the Wichita Falls, Texas omnirng 028° true and the Oklahoma City omnirng 202° true radials; Oklahoma City, Okla. omnirng station, including an east alternate from the Wichita Falls omnirng station to the Oklahoma City omnirng station via the intersection of the Wichita Falls omnirng 043° true and the Oklahoma City omnirng 187° true radials and also excluding those portions of this airway which overlap the Fort Sill danger area (D-208); Ponca City, Okla. omnirng station;"

(17) VOR civil airway No. 93 (Baltimore, Md. to Princeton, Me.) is amended to read: "From the Baltimore, Md. omnirng station via the intersection of the Baltimore omnirng 015° true and the Allentown omnirng 228° true radials; Allentown, Pa. omnirng station to the Wilkes-Barre-Scranton, Pa. omnirng station. From the Albany, N. Y. omnirng station; intersection of the Albany omnirng 099° true and the Concord omnirng 231° true radials; Concord, N. H. omnirng station; intersection of the Concord omnirng 041° true and the Augusta omnirng 239° true radials; Augusta, Maine omnirng station; Bangor, Maine omnirng station to the Princeton, Maine omnirng station."

(18) VOR civil airway No. 106 (Selinsgrove, Pa. to Kennebunk, Me.) is amended to read: "From the Selinsgrove, Pa. omnirng station via the Wilkes-Barre-Scranton, Me. omnirng station; Poughkeepsie, N. Y. omnirng station; Gardner, Mass. omnirng station; intersection of the Gardner omnirng 060° true and the Kennebunk omnirng 223° true radials to the Kennebunk, Me. omnirng station."

(19) VOR civil airway No. 108 (Bangor, Me. to Princeton, Me.) is revoked.

(20) VOR civil airway No. 114 (Pueblo, Colo. to New Orleans, La.) is amended between the Shreveport, La. omnirng station and the Alexandria, La. omnirng station to read: "Shreveport, La. omnirng station; intersection of the Shreveport omnirng 177° true and the Alexandria omnirng 300° true radials; Alexandria, La. omnirng station;"

(21) VOR civil airway No. 117 (Waco, Texas to Oklahoma City, Okla.) is amended to read: "From the Waco, Texas omnirng station via the Mineral Wells, Texas omnirng station; Ardmore, Okla. omnirng station; intersection of the Ardmore omnirng 350° true and the Oklahoma City omnirng 137° true radials to the Oklahoma City, Okla. omnirng station, including an east alternate from the Ardmore omnirng station to the Oklahoma City omnirng via the intersection of the Ardmore omnirng 011° true and the Oklahoma City omnirng 120° true radials."

(22) VOR civil airway No. 130 (Albany, N. Y. to Providence, R. I.) is amended to read: "From the Albany, N. Y. omnirng station via the Hartford, Conn. omnirng station; Norwich, Conn. omnirng station to the point of intersection of the Norwich omnirng 090° true radial and the Providence, R. I. ILS localizer course (Wyoming, R. I. fan marker)."

(23) VOR civil airway No. 138 (Salinas, Calif. to Coalinga, Calif.) is added to read: "From the Salinas, Calif. omnirng station to the Coalinga, Calif. omnirng station."

(24) VOR civil airway No. 143 (Greensboro, N. C. to Washington, D. C.) is amended to read: "From the Greensboro, N. C. omnirng station via the Montebello, Va. omnirng station; Front Royal, Va. omnirng station to the point of intersection of the Front Royal omnirng 087° true and the Washington, D. C. terminal omnirng 319° true radials."

(25) VOR civil airway No. 144 (Morgantown, W. Va. to Washington, D. C.) is amended to read: "From the Morgantown, W. Va. omnirng station via the Front Royal, Va. omnirng station to the Springfield, Va. non-directional radio beacon."

(26) VOR civil airway No. 150 (Sacramento, Calif. to Reno, Nev.) is added to read: "From the Sacramento, Calif. omnirng station via the intersection of the Sacramento omnirng 097° true and the Reno omnirng 208° true radials to the Reno, Nev. omnirng station."

(27) VOR civil airway No. 152 (Tampa, Fla. to Daytona Beach, Fla.) is added to read: "From the Tampa, Fla. omnirng station via the Orlando, Fla. omnirng station, including a north alternate; to the Daytona Beach, Fla. omnirng station."

(28) VOR civil airway No. 156 (Elkins, W. Va. to Gordonsville, Va.) is added to read: "From the Elkins, W. Va. omnirng station to the Gordonsville, Va. omnirng station."

(29) VOR civil airway No. 158 is added to read: "(Unassigned)."

(30) VOR civil airway No. 159 (Miami, Fla. to Daytona Beach, Fla.) is added to read: "From the Miami, Fla. omnirng station via the intersection of the Miami omnirng 338° true and the West Palm Beach omnirng 219° true radials, excluding the portions which overlap the Sterling danger area (D-169 and D-170); West Palm Beach, Fla. omnirng station; Vero Beach, Fla. omnirng station; intersection of the Vero Beach omnirng 339° true and the Orlando omnirng 131° true radials; Orlando, Fla. omnirng station to the Daytona Beach, Fla. omnirng station."

CONTROL AREA EXTENSION: (Mansfield, Ohio) is amended by changing the portion which reads "bounded on the southeast by Red civil airway No. 85" to read "bounded on the southeast by VOR civil airway No. 88".

CONTROL ZONE: St. Paul, Minn. control zone is revoked.

CONTROL AREAS: (1) VOR civil airway No. 1 (Charleston, S. C. to New York, N. Y.) is amended to read: "All of VOR civil airway No. 1."

(2) VOR civil airway No. 18 (Dallas, Texas to Charleston, S. C.) is amended to read: "All of VOR civil airway No. 18, including north and south alternates."

(3) VOR civil airway No. 22 (New Orleans, La. to Jacksonville, Fla.) is amended to read: "All of VOR civil airway No. 22."

(4) VOR civil airway No. 39 (Danville, Va. to Kennebunk, Me.) is amended to read: "All of VOR civil airway No. 39."

(5) VOR civil airway No. 51 (Birmingham, Ala. to Indianapolis, Ind.) is amended to read: "All of VOR civil airway No. 51."

(6) VOR civil airway No. 57 (Birmingham, Ala. to Graham, Tenn.) is amended to read: "All of VOR civil airway No. 57."

(7) VOR civil airway No. 93 (Baltimore, Md. to Princeton, Me.) is amended to read: "All of VOR civil airway No. 93."

(8) VOR civil airway No. 106 (Selinsgrove, Pa. to Kennebunk, Me.) is amended to read: "All of VOR civil airway No. 106."

(9) VOR civil airway No. 108 (Bangor, Me. to Princeton, Me.) is revoked.

(10) VOR civil airway No. 117 (Waco, Texas to Oklahoma City, Okla.) is added to read: "All of VOR civil airway No. 117, including an east alernate."

(11) VOR civil airway No. 130 (Albany, N. Y. to Providence, R. I.) is amended to read: "All of VOR civil airway No. 130."

(12) VOR civil airway No. 138 (Salinas, Calif. to Coalinga, Calif.) is added to read: "All of VOR civil airway No. 138."

(13) VOR civil airway No. 143 (Greensboro, N. C. to Washington, D. C.) is amended to read: "All of VOR civil airway No. 143."

(14) VOR civil airway No. 144 (Morgantown, W. Va. to Washington, D. C.) is amended to read: "All of VOR civil airway No. 144."

(15) VOR civil airway No. 150 (Sacramento, Calif. to Reno, Nev.) is added to read: "All of VOR civil airway No 150."

(16) VOR civil airway No. 152 (Tampa, Fla. to Daytona Beach, Fla.) is added to read: "All of VOR civil airway No. 152, including a north alternate."

(17) VOR civil airway No. 156 (Elkins, W. Va. to Gordonsville, Va.) is added to read: "All of VOR civil airway No. 156."

(18) VOR civil airway No. 158 is added to read: "(Unassigned)."

(19) VOR civil airway No. 159 (Miami, Fla. to Daytona Beach, Fla.) is added to read: "All of VOR civil airway No. 159."

REPORTING POINTS: Domestic VOR Reporting Points are amended by adding the following reporting point: "Grottos Intersection - the intersection of the Gordonsville, Va. omnirng 301° true and the Montebello, Va. omnirng 031° true radials."

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: The following amendments are effective immediately.

(1) MEMPHIS ARTC and flight advisory boundaries are as follows: Beginning at the present boundary 25 miles NW of Chattanooga, Tenn. on Amber civil arwy No. 6, then SW to 34-30N, 86-34W, then direct to 34-30N, 87-04W, then direct to 30 miles SE of Muscle Shoals, Ala. on Red civil arwy No. 52, then direct to 32-59N, 88-17-30W, then a 50 mile arc from Meridian, Miss. LF range station to cross VOR civil arwy No. 18N and Red civil arwy No. 10, then direct to present boundary 50 miles east of Meridian, Miss. on Red civil arwy No 84

(2) ATLANTA-NEW ORLEANS ARTC and flight advisory boundaries are as follows Beginning at the present boundary at 32-00N, 88-00W, then direct to 31-45N, 87-30W, then direct to 31-45N, 86-45W, then direct to the present boundary 60 miles south of Maxwell AFB, Ala. LF rng station on Blue civil airway No. 55

(3) ATLANTA-WASHINGTON ARTC and flight advisory boundaries are as follows: Beginning at the S edge of VOR civil arwy No. 136 at a point 20 miles E of the Pulaski, Va. VOR station, thence SE to 36-33-15N, 79-46W, thence direct to 36-28-20N, 79-37W, thence direct to 36-27-45N, 79-26W, thence direct to 36-08-45N, 79-06W, thence direct to 35-47-20N, 79-31W, thence following the bndry of Greensboro-Charlotte ctl area extsn to 35-01-45N, 80-02W.

(4) ATLANTA-JACKSONVILLE ARTC and flight advisory boundaries are as follows: Beginning at 35-01-45N, 80-02W, thence following the boundary of the Charlotte-Spartanburg control area extension to 34-26-30N, 81-15W, thence direct to the present boundary 50 miles southeast of the Spartanburg, S C. LF range station on Blue civil airway No. 28.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) PARKMAN INTERSECTION - intersection of Cleveland LFR east course with Akron LFR northeast course

(2) LITTLE ELM (LF) INTERSECTION - intersection of north course Dallas LF range and 045° magnetic bearing from Fort Worth LF range.

(3) PLANO (LF) INTERSECTION - intersection of east course Fort Worth LF range and 026° magnetic bearing from Dallas LF range

(4) PLANO (VHF) INTERSECTION - intersection Dallas 336° magnetic radial and Fort Worth 067° magnetic radial.

(5) MESQUITE (LF) INTERSECTION - intersection of east course Dallas LF range and 055° magnetic bearing from Duncanville MH radiobeacon.

(6) MESQUITE (VHF) INTERSECTION - intersection Dallas 126° magnetic and Fort Worth 083° magnetic radials.

(7) WAXAHACHIE (VHF) INTERSECTION - intersection Dallas 193° magnetic and Fort Worth 123° magnetic radials.

(6) WAXAHACHIE (LF) INTERSECTION - intersection of the south course Dallas LF range and 134° magnetic bearing from Fort Worth LF range.

(7) CLARK INTERSECTION - intersection of the front course of the Kinross AFB ILS localizer course and the west course of the Sault Ste. Marie L/MF radio range.

(8) BOWLES INTERSECTION (L/MF) - intersection of the southeast course of the Fresno, Calif. L/MF range and a 192° magnetic bearing from the outer marker compass locator of the Fresno ILS.

(9) BOWLES INTERSECTION (VHF) - intersection of the 030° magnetic radial of the Coalinga, Calif. VOR and the 142° magnetic radial of the Fresno, Calif. VOR.

(10) COTATI INTERSECTION (VHF) - intersection of the 010° magnetic radial of the Point Reyes, Calif. VOR and the 313° magnetic radial of the Oakland, Calif. VOR.

(11) HENRIETTA INTERSECTION - intersection of the Lansing, Mich. omnirng 150° magnetic and the Detroit, Mich. omnirng 279° magnetic radials.

(12) MILFORD INTERSECTION - intersection of the Lansing, Mich. omnirng 102° magnetic and the Detroit, Mich. omnirng 346° magnetic radials.

(13) VALLEY INTERSECTION - intersection Louisville LFR west course with Louisville VOR 296° magnetic radial.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) LITTLE ELM (LF) - direction from holding point - N; direction of turn - RIGHT; time - one minute.

(2) LITTLE ELM (VHF) - direction from holding point - NW; direction of turn - RIGHT; time - one minute.

(3) PLANO (LF) - direction from holding point - W; direction of turn - RIGHT; time - one minute.

(4) PLANO (VHF) - direction from holding point - E; direction of turn - RIGHT; time - one minute.

(5) MESQUITE (VHF) - direction from holding point - E; direction of turn - RIGHT; time - one minute.

(6) MESQUITE (LF) - direction from holding point - N; direction of turn - RIGHT; time - one minute

(7) VALLEY INTERSECTION - direction from holding point - W, direction of turn - LEFT; time - 2 minutes.

(8) FT. WORTH (LF) RANGE - direction from holding point - N; direction of turn - LEFT; time - one minute.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Burlington	Lake Huron	WAC 78
Detroit	Lake Superior	WAC 215
Fargo	Minot	WAC 216
Glacier Park	Twin Cities	WAC 217
Green Bay	WAC 62	WAC 268

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Corpus Christi	4-23-54	Los Angeles	4-26-54	San Francisco	4-22-54
Del Rio	4-19-54	Mt. Whitney	4-19-54	San Francisco Local	4-26-54
Douglas	4-23-54	Phoenix	4-15-54	WAC 405	4-26-54
Elko	4-23-54	Reno	4-19-54	WAC 468	4-26-54
Grand Junction	4-19-54	Sacramento	4-26-54	WAC 469	4-19-54
La Grande	4-26-54	San Diego	4-26-54		

Instrument Flight Charts

released since April 12, 1954

AL 189 RNG Brainard Field
AL 190 RNG Rentschler Field
AL 237 RNG Los Angeles Intn'l Arpt
AL 319 RNG NAAS Saufley Field

(5-4-54)

AL 347 RNG Byrd Field
AL 367 RNG Mathis Field
AL 439 RNG Waco Airport
AL 462 RNG Winslow Airport
AL 562 RNG Dover AFB
AL 914 RNG NAF Inyoken (Armitage)
AL 949 RNG Davenport Municipal Airport
AL 951 RNG Congaree A. B.
AL 80 ILS Cheyenne Airport
AL 107 ILS-1 Dayton Airport
AL 159 ILS-1 Meacham Field
AL 627 ILS General Spaatz Field
AL 212 ADF Fairfax Field
AL 267 ADF Bates Field
AL 280 ADF Myrtle Beach Airport
AL 627 ADF General Spaatz Field
AL 899 ADF Butler-Graham Airport
AL 439 VOR Waco Airport
OP 79 Lovell Field
RF - 26, 26B, 30, 31, 32, 35A
RF-VOR - 23, 23A, 25, 26, 26A, 26B, 30, 31, 33, 34, 35, 35A, 43, 44, 44A
RF-VOR - Terminal Area - Kansas City-Topeka, San Francisco-Oakland
RF-Terminal Area - Philadelphia, Wichita-Hutchinson
RF U. S. Check List
RF U. S. Index
RF Legend
RF Special Danger Area Chart
Non-Standard Holding Patterns (RF 1-25)

NEW CHARTS

AL 107 ILS-2	Dayton, Ohio	Dayton Airport
AL 416 ILS-2	Tampa, Florida	Tampa International Airport
AL 280 VOR	Myrtle Beach, S. C.	Myrtle Beach Airport
AL 643 VOR	Modesto, California	Modesto Airport
AL 909 VOR	Sanford, Maine	Sanford Airport
AL 937 VOR	Eau Claire, Wisconsin	Eau Claire Airport

RF/VOR 1, RF/VOR 2
RF Legend

DISCONTINUED CHARTS

Flight Charts 187, 213, 215, 232 and 233 have been cancelled and will no longer be published. Note: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHART

AL 626 ILS Bedford, Mass. Hanscom Field 11-19-53
(Localizer and Glide Slope shut down - Tel. 4-21-54)

NOTE: The following page size Radio Facility Charts have been superseded by the folded charts RF-1 and RF-2 and are now obsolete.
RF1, 1A, 2, 3, 7, 8, 9, 17, 18, 19, 20, 27, 27A, 28, 29, 36, 37, 45, 45A, 46, 47.
RF-VOR 1, 2, 3, 7, 8, 9, 17, 18, 19, 20, 27, 27A, 28, 29, 36, 37, 38, 45, 45A, 46, 47.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of course bends and roughness. Min reception alt at 50 mi as follows: 300° clockwise to 070°, 4000'; 070° clockwise to 100°, 3500'; 100° clockwise to 180°, 3000'; 180° clockwise to 220°, 2000'; 220° clockwise to 300°, 2500' MSL.

ALABAMA: BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035-075° clockwise thru 175-195° clockwise thru 265° useable. Arpt apch course useable within 15 mi; other course not useable due to roughness and bends. (4-23)
BIRMINGHAM-ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Birmingham Municipal Arpt. These procedures are described generally on page 63 Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo contact with apch control. (3-19) FLD: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. (2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)
**BRIDGEPORT-TAT HOSIERY ARPT: 250' lgtd rdo twr erected 2 1/2 mi NE (50°T) at lat 35-00-33; long. 85-42-14. (4-25)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Effect. Mar 29, courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°; 255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)
MOBILE-RADIO: VOR flgt-checked on ary radials only. About June 8, LF rng will be perm decmsnd. (4-30)
MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution-area under const. (3-16)
MONTGOMERY-MAXWELL AFB-RADIO: USAF LF rng inop until further notice. (4-20)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs due to obstructed view of ends. Take-off from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR arwy radials flgt-checked at minimum instrument alt. Slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)
PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.
TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N,E and S. (8-28)
TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3) Men and hvy equip. working at apch end Rnwys 3 and 35, during daylgt hrs - extreme caution.(1-26) Apch lgt sys (low intensity) and boundary lgts have been removed from Rnwy 35 and replaced with flare pots, or flashing red lgts to mark a 15 inch drop-off at the apch end Rnwy 35 - extreme caution. (2-5)
ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (3-22)
★PINE BLUFF-RADIO: DME at VOR site operg on test basis. Channel 80. (4-27)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)
WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120-150° have severe bends and course roughness. (4-14) About June 8, LF rng will be decmsnd. (4-17)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm. (5-4-54)

CALIFORNIA: BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
★BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect. Apr 26, Hrs of opern: 0500-2100.
★BLYTHE-RADIO: Apr 29, DME at VOR site placed in opern. Channel 50.
BRAWLEY ARPT: E/W Rnwy clsd - construction. (4-30)
CORNING ARPT: Strip unsafe - mud. (2-3)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-check
**FRESNO AIR TERMINAL: Effect. May 4, right tfc patterns for rnwys 29 and 25. (4-3)
GASQUET ARPT: N side of strip clsd - const.
KING CITY ARPT: Rnwy lgts inoperative. (3-10)
LONG BEACH-RADIO: About May 15, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW. (4-30)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT: Captive balloon will be flown intermittently from ground level to 1500', 4500' from apch end Rnwy 11. FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.
MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng.
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.
OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR weather exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urged so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR weather should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surface to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) March 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses lgt moving aft to forward, 30 cycles/minute. Evaluation tests until approx July 31 in Pacific Ocean Area and continental U. S. (4-21)
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)
PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. (6-6)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
RED BLUFF-RADIO: About May 3, LF rng will be shut down until approx May 10 - maintenance. (4-22)
**RIDGECREST-DAVIS ARPT: Lngst rnwy & facs: 26-L4-S5. Chg rem to: P-line ENE. (4-7)
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)
SACRAMENTO ARPT: May 1 to Sept 1, equip. on fld. (4-28)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac reliable up to 15 mi. (6-11)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt.
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT-TOWER: About May 3, ILS will be shut down for approx 5 days - modernization. (4-13) FLD: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5" rise in 75' to peak then pavement surface sloping 5"

CALIFORNIA: in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
★SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29) Navy LF rng trans & rcvr 132.3 mc decmsnd. (4-20)
SANTA ANA-ORANGE COUNTY ARPT: Caution-southeastern half of Rnwy 3-21 torn up for renovation.
**SANTA MARIA-HANCOCK FLD: N/S Strip discontinued. (4-28)
STOCKTON ARPT: All rnwys and taxiways open except Rnwy 11-29, avail. with caution daylgt hrs. Rnwy 16-34 lgtd ngts. (3-26)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF call changed to Homer; steers unreliable 235° - 325° and 360° - 045° clockwise below 15,000'. UHF/DF steers unreliable 230° - 060° clockwise below 15,000'. (3-2)
COLORADO: ★AKRON-RADIO: DME at VOR site operg on test basis. Channel 64. (4-29)
★COLORADO SPRINGS-RADIO: May 1, LF rng, associated voice feature and Z mrkr discontd. Concurrently, ILS LOM cmsnd as MHW fac, freq: 239 kc; ident: COS. (5-3)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex. LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution. (3-5)
FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng.
GRANBY ARPT: Closed. (9-23)
★LOMA-RADIO: April 25, HW fac decmsnd. (4-26)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work days.
PUEBLO #2 ARPT: Equip. on fld - days. Lndg acft ctc Pueblo #1 Arpt. Ruf. (12-29)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Pilots using fld do so at their own risk. (4-1)
★BRIDGEPORT ARPT-TOWER: Effect. May 1, hrs of opern: 0600-2200. (4-29)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
NEW HAVEN ARPT: Closed 0745-1714 - construction. (4-14)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR weather days. Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: About June 1, ILS will be shut down until approx June 5 - freq changes: Lclzr 109.7 mc to 110.3 mc; Glide slope freq 333.2 mc to 335.0 mc. (4-29) FLD: Rnwy 9-27 clsd - construction daily between 0800-1700E xcpt when surface winds exceed 15 mph. Ctc twr for current status. (2-16)
DIST. OF COLUMBIA: WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: About May 3, combined center/stn will commission trans & rcvg fac 348.6 mc, terminal area departure control 250.2 mc, terminal area control E of Amber 7 - 318.2 mc, terminal area control Amber 7 and W of Amber 7. (4-16)
WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)
**WASHINGTON NATIONAL ARPT: 125' lgtd steel twr erected 5 mi WNW. (4-29) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration serv. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown

DIST OF COLUMBIA : VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)

FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution-E crs below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs. (6-26)

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)

JACKSONVILLE-IMESON ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Jacksonville Municipal (Imeson) Arpt. These procedures are described generally on Page 63, Part 1 of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch control. (3-20)

**KEY WEST: Control Area #1137, extending westward is rescinded. Warning Area W-174 be amended to read "Established Altitude - Surface to Unlimited". Effective concurrently with rescession of control area 1137. (4-20)

KEY WEST-MEACHAM FLD: Caution advised due 600' extension to apch end Rnwy 8 in progress. (4-5)

**MELBOURNE-EAU GALLIE ARPT: 100' lgtd twr erected 3500' SSW of S end Rnwy 16-34.

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St.Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. terminal apron. Passenger loading deck now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.

**ORLANDO ARPT: 584' (687 MSL) lgtd twr erected 4.2 mi W (270°T) at lat.28-33-17; long. 81-24-42. (4-27) Rnwy 10R-28L closed all ngt operns. (9-4)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.(9-4)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution-N/S ahd NE/SW Rnwys-const E side of fld. (11-23)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other course not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)

★TAMPA-RADIO: Effect. Apr 24, Radar Apch Ctl Center was established as follows: Radar departure procedures were inaugurated by Tampa Center and Radar departure serv will be provided Tampa Intnl Arpt, MacDill AFB, Pinellas County Intnl Arpt, Knight Arpt and Whitted Arpt. Rdo freqs of Tampa Center are assigned to functions as follows: Civil acft enroute 118.1 mc, arrival ctl 118.5 mc, departure ctl 126 .5 mc, mil acft enroute 137.88 mc or 363.8 mc, arrival ctl 136.8 mc, 255.4 mc or 335.8 mc, departure ctl 137.88 mc or 379.4 mc, GCA final to MacDill 134.1 mc or 289.4 mc. Navy freq 142.02 mc avail. for GCA to MacDill. In addition, Tampa Center trans 116.5 mc (Tampa VOR) and rcvs 122.5 mc and 3023.5 kc. Pilots will be advised in each case the freq to be utilized. Surveillance (PPI) apchs not authorized 'l be advr.OR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. Effect. May 15, rcvr 255.4 mc will be cmsnd. (4-27)

**VENICE-STATE ARPT: Abandoned. (4-30)

FLORIDA: VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.

ALBANY-TURNER AFB-RADIO: USAF UHF/DF in opern on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)

ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness. Caution.

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR operg as full time nav fac. Courses 345° clockwise to 005° from stn rough and unusable. (7-1)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: VOR radials 155 - 220° usable dist 50 mi min instr alt.

ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)

SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction. Men and equipment on field. (3-15)

SAVANNAH-RADIO: VOR shut down. (4-2)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: VOR full time nav fac. Maximum usable dist at minimum instr alt at 50 mi. All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

IDAHO: **BLISS BCN SITE 22,SLC-PDT: Effect. May 11, bcn site discontinued. (4-26)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)

**CALDWELL GULCH MTN,BCN SITE 29A, SEA-HLN: Effect. May 15, bcn site discontd.

CAYUSE CREEK USFS ARPT: Closed-const. (8-12)

**COTTRELL BCN SITE 14A,SLC-PDT: Effect. May 11, bcn site discontinued. (4-26)

**DELCO BCN SITE 14B,SLC-PDT: Effect. May 11, bcn site discontinued. (4-26)

JEROME-COUNTY ARPT: Closed.

★MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9) Apr 21, voice fac cmsnd on VOR. Class: BVOR.

**MALTA BCN SITE 12, SLC-PDT: Effect. May 11, bcn site discontinued. (4-26)

MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.

**PAULINE BCN SITE 12, SLC-GTF: Effect. May 11, bcn site discontinued. (4-24)

**PLEASANT VALLEY BCN SITE 40A, SLC-PDT: Effect. May 11, bcn site discontinued.(4-26)

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24)

**POCATELLO BCN SITE 14, SLC-GTF: Effect. May 11, bcn site discontinued. (4-24)

**REGINA BCN SITE 27,SLC-PDT: Effect. May 11, bcn site discontinued. (4-26)

TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable inbound headings clockwise 155° - 230° below 3000'. (1-19)

BRADFORD-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)

CHICAGO-RADIO: Experimental omnitest signal installation at Chicago Midway Arpt has been flgt-checked and cmsnd, without voice. Lctd on Midway Arpt at 41-46-59, long. 87-45-41. Freq: 112.0 mc. Ident: cont dots. (7-31) LF rng has multiples on NW course.(6-15)

CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL.

ILLINOIS: CHICAGO-MEIGS FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, fld clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, fld clsd to all acft. Equip. E side of rnwy. (6-14)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. All pilots use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTNL ARPT-TOWER: Effect. May 3, LOM freq 362 kc will be changed to 394 kc. (4-13)

**JACKSONVILLE ARPT: Abandoned April 1. (4-19)

**JOHNSBURG ARPT: 1063' (1749' MSL) lgtd rdo twr erected 2 mi NE (55°T) at lat 42-28-59, long. 83-12-20. (4-24)

LACON-MARSHALL COUNTY ARPT: Closed to trans. acft-construction. (4-22)

**MT. CARMEL-BECKERMAN FLD: NW/SE strip Abandoned. (4-15)

SPRINGFIELD-CAPITAL ARPT: June 9 thru June 30, no military maintenance or serv fac by Air National Guard avail. (4-27) This corrects AIRGI Vol 9, No. 3.

*INDIANA: BLOOMINGTON-VETERANS ARPT: Abandoned. (3-24)

CAMP ATTEBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All aircraft are warned to keep clear of this area.

DYER-TRIANGLE ARPT: E/W Strip clsd-const.

★EVANSVILLE-RADIO: April 20, trans freq 122.2 mc cmsnd. Effect June 8, LF rng and Z mrkr will be perm discontd. Also Princeton fan mrkr on N crs LF rng will be discontd.

FORT WAYNE-BAER FLD: 40' lgtd equip SW corner of fld. Extreme caution using Rnwys 4-22, 9-27. Rnwy 4-22 clsd to acft without functioning 2-way rdo contact with twr. Rnwy 22 clsd for take-offs without special permission from twr. (8-3)

GOSHEN-RADIO: DME 2000' MSL coverage 50 mi, 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.

INDIANAPOLIS: Effect. May 15 thru May 31st, acft operg in vicinity Indianapolis Motor Speedway track shall not be flown at an alt below 1500' above gnd and shall maintain a dist of at least 2000' from the bndry of speedway. All turns shall be to the left. (4-27)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4) Effect. June 8, Greenfield FM on E course and Greencastle FM on SW course LF rng will be perm discontd. (4-16)

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)

LA FAYETTE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

**LA FAYETTE-ARETZ ARPT: N/S Rnwy permanently discontinued. (5-2)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 88-36-46.

MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.

★SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn. Effect. Apr 25, hrs of opern: 0600-2200. (4-12)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

BURLINGTON-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)

IOWA: INDEPENDENCE ARPT: N/S strip closed. (4-9)

**IOWA CITY-INDIAN-LOCKOUT ARPT: April 1, CLOSED. (4-2)

MASON CITY-RADIO: Effect. June 8 H fac will be perm discontd. (4-16)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

OTTUMWA-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

★SIOUX CITY-RADIO: April 22, twr & INSACS combined. Trans freqs 122.2 mc & 255.4 mc cmsnd.

★SIOUX CITY ARPT-TOWER: About May 3, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. Mrkrs and lctrs will remain in opern. (4-15) April 22, trans & rcvr 243.0 mc cmsnd. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**WAVERLY-EVANS ARPT: CLOSED. (4-28)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: CLOSED. (3-29)

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

DODGE CITY-RADIO: Effect. June 8 H fac will be perm discontd. (4-16)

**HOISINGTON ARPT: Abandoned. (4-13)

HUTCHINSON-RADIO: VOR has counterclockwise course errors up to 8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)

KANSAS CITY-FAIRFAX ARPT: Use precaution in vcnty of jet acft blast. (4-13)

LEBO-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

**NILES-SKY RANCH AIRPARK: Abandoned. (4-22)

PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

★SALINA-RADIO: April 21, trans 122.2 mc cmsnd. April 27, trans 255.4 mc cmsnd.

**SALINA ARPT: 215' (1430' MSL) lgtd grain elevator erected 1 1/4 mi NE (15°T) at lat 38-50-20; long. 97-33-03. (4-30)

SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla. H fac. (3-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-RADIO: About May 17, VOR will be shut down for aprrox 3 days - construction.

TOPEKA-FORBES AFB-RADIO: USAF Z mrkr flgt-checked satisfactory. (4-20)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)

ULYSSES ARPT: All strip lgts inop. (4-19)

★VIOLA-RADIO: May 3, H fac freq 391 kc changed to 392 kc. (5-3)

WICHITA-RADIO: Effect. June 8, Towanda FM on NE course, Oxford FM on S course and Viola FM on SW course LF rng will be perm discontd. (4-16)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.

CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-RADIO: March 27, DME shut down. (3-29)

★LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. Apr 25, hrs opern: 0700-2300. (3-22) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

★LOUISVILLE-BOWMAN ARPT-TOWER: Effect. April 25, hrs of opern 0600-2200. FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

(5-4-54)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution.

**ALEXANDRIA AFB-RADIO: USAF UHF/DF cmsnd. Freqs: 305.4, 243.0 mc. Call: Homer.

BATON ROUGE-RYAN AIRPORT: Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23, long. 91-13-37. (12-22)

**FENTON-WATKINS ARPT: 318'(346'msl) lgtd rdo twr erected 1.5 mi W (273°T) at lat. 30-20-10, long. 92-52-39. (4-16)

HAMMOND ARPT: Beacon inoperative. (12-29)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310° - 335°. (4-14)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

**NEW ORLEANS ARPT: 150' lgtd rdo twr erected 57 mi SE (147°T) at lat 29-21-00, long. 89-31-30. (4-7) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)

**RAYNE ARPT: 343' (370'msl) lgtd rdo twr erected 7.5 mi NW (303°T) at lat 30-18-27; long. 92-22-52. (4-17)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)

MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-260°, 25 mi at min en route instr alt.

BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)

BREWER ARPT: N/S strip open remainder of fld clsd due to thaw. (4-26)

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' msl at 50 mi. (4-15)

MILLINOCKET ARPT: Small patch broken pavement N edge Rnwy 29, 300' E intsxn with slight heave extending therefrom diagonally across rnwy. Strips ruf. Use rnwys. Lgts Rnwy 11-29 inop. Lgts resumed normal operations Rnwy 16-34 xcpt 4 contact lgts at intsxn. (4-16)

PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150-204°, 40 mi; 290-30° 35 mi at minimum instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.

ROCKLAND ARPT: Caution-using rnwy 3-21 const. (4-28)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: About June 1, ILS lclzr will be shut down until approx June 5 and glide slope until approx June 10- freq changes: lclzr 110.3 to 109.7 mc; glide slope 335.0 to 333.2 mc. (4-29) FLD: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W taxiway and Rnwy 10.

★BALTIMORE-HARBOR ARPT-TOWER: Effect. April 25, hrs of opern 0600-2200. (4-22)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

**SALISBURY-WICOMICO COUNTY ARPT: 300' (687'MSL) lgtd TV twr erected 5.5 mi NW (315°T) at lat 38-24-15, long. 75-34-45. (4-29)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling any State Police Barracks.

BILLERICA-SHAWSHEEN PINES ARPT: Caution-acft with wheel pants-broken spots in macadam of E/W Rnwy. E/W Rnwy half gravel and half macadam.

BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) DME 2000' msl coverage 50 mi from 340° thru N to 20°. 1700' msl coverage 50 mi from 20° to 250°. 3000' msl coverage 50 mi from 250° to 340°. (6-24)

MASSACHUSETTS: BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)

BOSTON-LOGAN ARPT-TOWER: Effect. May 1, apch ctl will utilize radar to effect ctl and separation of IFR tfc arriving arpt. (4-9) FLD: Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. .Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7" deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility, twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-REVERE SEAPLANE BASE: Closed - const.

**DALTON ARPT: Abandoned. (3-26)

GARDNER-RADIO: DME 5500' MSL coverage 50 mi from 270° thru N to 20°. 4000' MSL coverage 50 mi from 20° to 90°. 3000' MSL coverage 50 mi from 90° to 200°. 3500' MSL coverage 50 mi from 200° to 270°.

GARDNER ARPT: Use easterly side of NNW/SSE Strip for taxiing.

★NANTUCKET-RADIO: Apr 23, VOR flgt-checked and cmsnd. Freq: 117.0 mc. Ident: ACK. Lctd at 41-16-54, long. 70-01-38. Elev: 82' MSL. Variation: 15° W. Bear. dist to NE end of NE/SW rnwy Nantucket Arpt: 240°, 2.2 mi. Monitor category (1) from INSACS. Class: VORW. (4-26) DME shut down. (4-9) About May 20, VAR on 109.1 mc will be perm decmsnd (4-14)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12)

**SEEKONK-PROVIDENCE ARPT: Abandoned. (3-54)

★WESTFIELD-BARNES ARPT-TOWER: Effect. Apr 25, hrs of opern: (0700-sunset).

MICHIGAN: ALMA ARPT: N/S Rnwy clsd. (3-5)

BATTLE CREEK-KELLOGG FLD: Equip. on fld-days.

BIG BEAVER ARPT: N/S Strip not maintained (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

**DETROIT-HANCE ARPT: Abandoned. (3-27)

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)

DETROIT-WAYNE MAJOR ARPT: Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (12-7)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.

**GRAND RAPIDS-KENT COUNTY ARPT: 1849' MSL twr erected 12 mi NE (35°T) at lat 43-02-37, long. 85-31-08. (4-23) Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise. (4-23)

**IRON MOUNTAIN-FORD ARPT: Bcn oper sunset-sunrise. (4-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi-interference. ILS LMM lmtd to usable dist of 10 mi due to interference. (3-17) FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

★MT CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15) USAF VOR fac cmsnd. Freq: 113.4 mc. Ident: MTC. Lctd at lat 42-49-37, long. 82-51-33. Class: VOR. Unreliable below 3000' MSL beyond 50 mi. (4-21)

★MUSKEGON-RADIO: May 3, trans freq 122.2 mc cmsnd.

★MUSKEGON COUNTY ARPT-TOWER: Effect. April 25, hrs of opern: 0730-2330 daily. FLD: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.

OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31)

**PLAINWELL-McKAY ARPT: 952' (1940' MSL) lgtd rdo twr erected 7.5 mi ESE (105°T) at lat 42-24-57, long. 85-31-49. (4-26)

**SAULT STE MARIE ARPT: About April 5, 1954,185' twr erected 1 mi NE (23°T) at lat 46-29-03, long. 84-21-25. (3-17) 300' (1000' MSL) lgtd guyed steel twr erected 19 mi SW (210°T) at lat 46-14-21, long. 84-34-52. (4-1)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF UHF/DF and VHF/DF avail. on req thru twr. UHF/DF operg trng status only. (2-24)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)
✱DULUTH ARPT-TOWER: April 28, CAA VHF/DF cmsnd. Freqs: 100 to 156 mc. FLD: 3' stakes marking all rnwy and taxiway lgts.
**EVELETH-VIRGINIA ARPT: 36" clear and green bcn operg dusk-dawn. (3-31)
**FRONTENAC, BCN SITE 29A, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)
✱MINNEAPOLIS-RADIO: Apr 22, DME at VOR site operg on test basis. Channel 74. (4-23)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22 11R and associated taxiways. Use paved areas only xcpt in emerg.
**MINNEISKA, BCN SITE 26, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)
THIEF RIVER FALLS ARPT: Bcn and NW/SE Rnwy lgtd from dusk-midnight. (4-22)
WILLMAR-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)
**WINONA, BCN SITE 25, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)
GREENWOOD-RADIO: Jan 5, VOR shut down. (1-21) Freq 3023.5 kc unreliable. (2-19)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
McCOMB-PIKE CO. ARPT: ENE/WSW Strip clsd.
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down until approx May 15 - relctn. (12-28)
VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears green when glide correct, amber or yellow when glide high and red when glide low.
MISSOURI: DESTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
JOPLIN-RADIO: Effect July 6, LF rng and Z mrkr will be perm discontd. (4-16)
✱KANSAS CITY AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: April 21, trans & rcvr 255.4 mc decmsnd. Trans & rcvr 301.4 mc cmsnd.
✱KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16) Effect. June 8, the De Soto FM on SW course LF rng will be perm discontd. (4-16) Apr 21, trans & rcvr 255.4 mc cmsnd. About June 1, VOR will be shut down for approx 3 days - construction. (4-23)
✱KANSAS CITY ARPT-TOWER: April 30, trans & rcvr 257.8 mc cmsnd. (5-1) FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600', Caution-jet acft Grandview AFB operg vicinity. (4-20)
KIRKSVILLE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)
MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (3-19)
MEXICO-GREEN FLD: New N/S Rnwy clsd. Use N/S Rnwy next to theatre. (2-25)
**NEW FLORENCE-BOONE'S ARPT: Abandoned, Apr 30. (5-3)
ST. JOSEPH-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)
ST. LOUIS-RADIO: Effect. June 8, the Jerseyville, Ill. FM on N course and the Spanish Lake, Mo. FM on E course LF rng will be perm discontd. (4-16)
**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected March 29, 1954, 9.5 mi SE (150°T) at lat 38-37-41, long. 90-16-09. (3-11) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and
MISSOURI: and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00, long. 90-23-00. (4-29)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const- mrkd. (2-10)
ST. LOUIS-SMARTT ARPT: Auto races Sundays.
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: **BEAVERHEAD ROCK BCN SITE 33, SLC-GTF: Effect. May 11, bcn site discontinued. (4-26)
**BOYD MOUNTAIN BCN SITE 34, SEA-HLN: Effect. May 11, bcn site discontinued. (4-26)
✱BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL. Apr 20, DME at VOR site operg on test basis.
BOZEMAN ARPT: Abandoned. (4-18)
**COLUMBUS, BCN SITE 16, HLN-TWIN CITIES: Effect. May 11, bcn site discontinued. (4-27)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**GOLD CREEK BCN SITE 46, SEA-HLN: Effect. May 11, bcn site discontinued. (4-26)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013° - 260° below 10,000'; 259° - 012° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy has lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
**KOLIN BCN SITE 51, CYS-GTF: Effect. May 11, bcn site discontinued. (4-26)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
**LIMA BCN SITE 27, SLC-GTF: Effect. May 11, bcn site discontinued. (4-24)
LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 9[illegible]° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
MULLAN PASS-RADIO: LF rng operg as BHZ fac for indefinite period. (3-26)
**RED ROCK BCN SITE 29, SLC-GTF: Effect. May 11, bcn site discontinued. (4-24)
**SPRINGDALE, BCN SITE 12, HLN-TWIN CITIES: Effect May 11, bcn site discontinued. (4-27)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative.
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lndgs, open days to lndgs for lgt acft.
**CHADRON-O & N ARPT: Delete UNICOM from Directory of Airports. (4-6)
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
**CRETE ARPT: 999' (2529' MSL) lgtd rdo twr erected 17 mi NW (315°T) at lat 40-48-07; long. 97-10-46. (4-22)
LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°. Effect. May 25, VOR and DME will be perm discontd. (4-22)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S. Effect. June 8, Glenwood, Iowa FM on S course LF rng will be perm discontd. (4-16)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt. of 10,000' MSL.
SIDNEY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
NEVADA: ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.
✱LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-16) USAF VHF/DF and UHF oper 0600-2300; 30 minutes notice other hrs. (4-28)
LAS VEGAS-NELLIS AFB: Tfc pat. up to 7000' MSL. (3-30)
LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL.

(5-4-54)

NEVADA: ★RENO-RADIO: April 29, DME at VOR site flgt-checked and cmsnd. (5-3) VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10°-35° and 45° - 85° at 11,000' msl.
RENO ARPT: Rnwy 3-21 clsd-paktd acft. (12-18)
★SOD HOUSE-RADIO: May 1, DME at VOR site flgt-checked and cmsnd. (5-4) VOR coverage 35 mi from 50 to 80° at 12,000' msl. Coverage 40 mi from 30 to 50° at 12,000' msl.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord 800-or acft in flgt-call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Concord 840 or acft in flgt call Concord Rdo.
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways. (4-29)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500' - 30 mi from 060° thru 180° to 270°; 4000'-20 mi from 270° to 330°.
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
**MAYS LANDING-ATLANTIC AIRPARK: Private- closed to public. (3-30)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week -ends. (4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400kc LOM and Idlewild LF rng, vcnty New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
★NEWARK ARPT-TOWER: Effective immediately visibility in touch down zone on ILS rnwy will be appended as remarks on Newark weather observations whenever less than one and one-half mi. (4-21) DME coverage 20 mi at min instr alt. (3-4) FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of centerline Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT-TOWER: About May 10, ILS will be shut down until approx May 17- freq change. Lclzr freq 108.1 to 109.7 mc. Glide slope freq 334.4 to 333.2 mc (4-15) FLD: Open ditches parallel to Rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme cautuion taxiing on W end of S taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip on fld. days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16) 105' boom approx 3000' from apch end Rnwy 24 and 300' E of centerline of rnwy, lowered ngts-mrkd by flags days. (3-26)
★TRENTON-MERCER COUNTY ARPT-TOWER: April 5, ctl twr cmsnd. Call: Mercer Twr. Effect. May 1, hrs of opern : 0800-2300 Mon thru Fri, 1000-1900 Sat & Sun. Trans: 121.3, 121.5, 121.9, 126.18 mc. Rcvg: 3023.5 kc; 121.3, 121.5, 121.9, 122.5, 126.18 mc. Class: CI(g). FLD: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod.
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169°-319° below 16,000'. (2-3)
**ALBUQUERQUE-KIRTLAND AFB: Rnwys 8-26 and 11-29 clsd const. (4-17) Bldgs and p-line poles lctd apch end Rnwy 21. Caution-lndgs on Rnwy 21. (4-21)
CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' msl all quads. (9-16)
GALLUP: March 8 thru Sept 8 demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
NEW MEXICO: GRANTS -RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
RODEO-RADIO: About June 8, LF rng and Z mrkr will be perm decmsnd. (4-27)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylgt hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° mag, parallel to Arwy Blue 18, so that all menuevering will be done out of a control area. VFR opern only.
BUFFALO ARPT: E/W rnwy clsd ngts. (6-25)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
★IDLEWILD-RADIO: April 29, VOR cmsnd. Freq: 117.2 mc. Ident: IDL. Lctd at lat 40-37-50, long. 73-46-22. Variation: 11° W. Elev. 10' MSL. Monitor. category (1). Voice and monitoring from Idlewild Tower. Class: VOR . Usable dist 20 mi at min en route alt 050° clockwise to 075°; 30 mi 075° to 050°. (4-29)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank- approx due W of base. (2-15)
MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends.
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a cricle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbnd bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbnd bearings of 74° and 221°. There is no restriction to acft flight through these areas.
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0°-96° and 118° - 167° below 6000' inbound beading 206° - 297°; below 5000' inbound 167° -206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE crs beyond 30 mi, slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const in progress daylgt hrs N of main ramp area from Taxiway B to C, mrkd. Truck tfc from 150th St. along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 miles at minimum instr alt. (3-4) Traffic equipped with VHF transmitters shall invariably make initial contact as follows regardless of weather: Inbound - 119.9 mc (Apch Ctl); Outbnd - 121.9 mc (Ground Control) Approach control and ground control will always
** advise pilot of succeeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pattern. All helicopter landings other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle of Maine Air Terminal. All single engine acft use Taxiway 3 to and from Marine Air Terminal. New type multiple hi-intensity threshold lights installed approach end Runway 22. (4-7)

NEW YORK: NIAGARA FALLS ARPT-TOWER: ILS shut down for 5 days - freq change from 109.7 and 333.2 mc to 108.1 and 334.4 mc. (5-3) FLD: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)

★PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min en route instr alt. April 30, DME at VOR site operg on test basis. Channel 49.

POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.

RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vicinity of T type hangars. Caution taxiing in these areas. (1-24)

★ROME-GRIFFISS AFB-RADIO: USAF VHF/DF opers on freqs 100 to 156 mc. (4-22)

ROMULUS: Caution - hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

**SAMPSON: A demolition area has been established: Description: Witin a radius of 1350' centered at lat 42-46-59, long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: Caution - new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. (3-27)

**SCOTIA-GAY VALLEY ARPK: Formerly carried as Van Valkenburg Airport. (4-8)

SPRING VALLEY-COUNTY ARPK: E/W Strip under const.

**WATERLOO ARPT: ABANDONED. (4-10)

WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 109.7 mc. Lclzr cross pointer action not affected. (3-24) About May 10, ILS will be shut down until approx May 17 - freq change. Lclzr freq 109.7 to 108.1 mc. Glide slope freq 333.2 to 334.4 mc. (4-15) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: Feb 2, VAR shut down - relctn and conversion to VOR. (2-3)

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope shut down until further notice.

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution-land on SE 50' of NE/SW Strip.

GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (4-14)

**LONG SHOAL POINT: Effect. May 10, (a) Caution Area C-127 within the following area: beginning at lat 35-59, long. 76-00; thence southeasterly parallel to Control Area 1181 with a 2 mi buffer zone to lat 35-29-30, long. 75-24-30; thence S and W 3 nautical mi from shore line to lat 35-05-55, long. 75-51-00, the E corner of Danger Area (D-123); thence northwesterly adjacent to Danger Area (D-123) to lat 35-44, long. 76-33; thence N to lat 35-54-00, long. 76-33-00; thence E along the southern bndry of Caution Area (C-10) to lat 35-54-30, long 76-00; thence N to point of beginning, excluding D-128. Altitude: Surface to unlimited. Time of Use: Daylgt hrs under VFR. Activities Conducted: Airborne interception and tracking training. Using Agency: Comander Air Force, Atlantic Fleet. (b) Warning Area W-454 within following area: Beginning at lat 35-29-30, long. 75-24-30, thence southeasterly parallel to Control Area 1181 within a 2 mi buffer zone to lat 35-09-00, long. 75-00; thence S to lat 35-05-00, long. 75-00; thence southwesterly to lat 34-50-00, long. 75-50-00; thence northwesterly adjacent to Warning Area (W-122) to lat 35-05-55, long. 75-51-00 the NE corner of Warning Area (W-122); thence E and N 3 nautical mi from the shore line to lat 35-29-30, long. 75-24-30, point of beginning. Altitude: Surface to unlimited. Time of Use: Daylgt hrs under VFR. Activities conducted: Airborne interception and tracking training. Using Agency: Commander Air Force, Atlantic Fleet. (4-20)

LUMBERTON-RADIO: VOR operg on test basis. (10-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)

TARBORO ARPT: Closed. (3-10)

NORTH CAROLINA: WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 and Rnwys 16 and 27 clsd - const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft. (1-27)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down until further notice. (4-7)

NORTH DAKOTA: BISMARCK-RADIO: Effect. June 8, the Driscoll FM on E course and the Judson FM on W course LF rng will be perm discontd. (4-16)

**BISMARCK ARPT: Three lgtd twrs erected at following locations: 270' (2055' MSL) twr erected 8 mi NW (305° T) at lat 46-50-44, long. 100-53-31; 240' (1990' MSL) twr erected 47 mi E (85° T) at lat 46-50-37, long. 99-45-21; 220' (2220' MSL) twr erected 29 mi E (80° T) at lat 46-51-42, long. 100-13-26. (3-29)

★FARGO-RADIO: Effect. June 8, the Wheatland FM on W course LF rng will be perm discontd. (4-16) May 1, voice transmissions cmsnd on ILS lclzr 110.3 mc.

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300' MSL. (7-31)

**GRAND FORKS INTERNATIONAL ARPT: Three 193' (1034' MSL) lgtd rdo twrs erected 6.2 mi SE (147° T) at lat 47-50-39, long. 97-01-30. (4-2)

**JAMESTOWN ARPT: Two lgtd twrs erected at following locations: 200' (2107' MSL) twr erected 27 mi E (265° T) at lat 46-53-24, long. 99-14-40; 270' (1845' MSL) twr erected 10 mi WSW (255° T) at lat 46-53-37, long. 98-54-00. (3-29)

**VALLEY CITY ARPT: Two lgtd twrs erected at following locations: 280' (1825' MSL) twr erected 8 mi SW (222° T) at lat 46-50-52, long. 98-08-45; 200' (1420' MSL) twr erected 21 mi E (92° T) at lat 46-55-55, long. 97-33-23. (3-29)

OHIO: ★AKRON-RADIO: April 23, LF rng resumed normal opern. SW/NE courses realigned from 45 and 225° to 21 and 205°. N course displaced 4° W. W course displaced 4° S. (4-26)

AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW of airdock on apch Rnwy 36L.

AKRON-CANTON ARPT-TOWER: ILS lclzr back-course has flyable bends increasing to moderate or severe approx one mi from stn. Not to be used for auto. pilot apchs. (9-15) ILS will be shut down until approx May 6 - modernization, no freq change. (4-14) FLD: Use rnwys only.

★CINCINNATI-RADIO: April 29, DME at VOR site operg on test basis. Channel 76.

CINCINNATI ARPT: Use strip indicated by lndg tee. S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail. for mil acft overngt parking.

CINCINNATI-LAKEWOOD ARPK: Standard left hand pattern 400' altitude both directions. Use rnwy only - do not enter final apch with another acft on rnwy. (8-12)

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution - rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi-eng acft. (9-9)

COLUMBUS-RADIO: March 11, DME at VOR site shut down.

**COLUMBUS-DARBY DAN ARPT: Lngst rnwy & facs: h49-*L4. (4-5)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: About May 15, ILS glide slope will be shut down for approx one week - construction. (4-19) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

(5-4-54)

OHIO: DAYTON-RADIO: VOR has moderate roughness in section from 120° thru 200° from stn. (9-16) Minimum en route instr alt coverage, 50 mi from 220° thru N to 150°. Coverage 35 mi from 150° thru S to 220°. (1-8)

DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area only of concrete for taxiing in line with blacktop on taxistrip. (3-11)

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329° - 027°; below 3000' - 259° - 314°; below 2500' - 100° - 229° and 121° - 173°. USAF VHF/DF unreliable below 3000' 295° - 305° below 2500' - 306° - 294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

PERRY ARPT: Effective May 15, 1954 field will be abandoned. (1-28)

PORT CLINTON-PENINSULAR ARPT: N/S Strip closed - construction. (8-19)

SOLON ARPT: S half of S Strip under construction--rough, do not use. (11-6)

★TOLEDO ARPT-TOWER: Effect. April 25, hrs of opern 0700-2300. (3-31) FLD: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.

WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°.

**WILLOUGHBY-EUCLID AVENUE ARPT: Abandoned. (3-30)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

YOUNGSTOWN ARPT-TOWER: Between May 15 and June 1, VHF/DF will be cmsnd. (5-3) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end. Effect May 2, Rnwy 14-32 clsd. (4-26)

OKLAHOMA: ★ARDMORE-RADIO: DME at VOR site operg on test basis. Channel 87. (4-27)

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. All lndg area lgtg facs inop. (5-28)

ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300 - 1600 Thurs during VFR. (6-23) USAF VHF/DF may be inop 1300-1600 Wed durg VFR. (4-8)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**LAVERNE-SHEPARD ARPT: ABANDONED. (4-2)

OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance.

OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt. radial 140° lmtd to 37 mi usable dist at 9000' MSL (4-23)

**DRAIN BCN SITE 43, SFO-SEA: Effect. May 11, bcn site discontinued. (4-24)

EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

★KLAMATH FALLS-RADIO: Apr. 23, DME at VOR site operg on test basis. Apr 28, trans & rcvr 301.4 mc cmsnd. (5-3) Apr. 23, VOR with voice and scheduled broadcast cmsnd. Freq: 117.8 mc. Ident: LMT. Lctd at lat 42-09-27, long. 121-44-07, on Klamath Municipal Arpt. Variation: 19°E. Elev: 4084' MSL. Class: BVOR. VOR usable dist limited to 40 mi at 10,500' MSL from 40° thru 50° - from 80° thru 110° - from 195° thru 210°

OREGON: Usable dist 30 mi at 10,500' MSL from 275° thru 305°. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Soon; Trail FM on N course LF rng will be decmsnd. Approx 5 days later Evans Creek FM will be cmsnd at lat 42-36-22, long. 122-57-00. Ident will be - dashes. (5-1)

★MEDFORD ARPT-TOWER: Effect. Apr. 25, twr hrs of opern: Cont. (4-22) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas, imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

**NYSSA ARPT: ABANDONED. (4-8)

PACIFIC CITY ARPT: Caution-intermittent const. (2-17)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials are lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use only at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

**STAGECOACH BCN SITE 37A, SFO-SEA: Effect. May 11, bcn site discontinued. (4-24)

**STEINMAN BCN SITE 30A, SFO-SEA: Effect. May 11, bcn site discontinued. (4-28)

**SUTHERLIN BCN SITE 42A, SFO-SEA: Effect. May 11, bcn site discontinued. (4-24)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

**WEAVER HILL BCN SITE 39B, SFO-SEA: Effect. May 11, bcn site discontinued. (4-24)

PENNSYLVANIA: ALLENTOWN-RADIO: DME 2500' MSL coverage 50 mi from 075° thru 180° to 240°; 4000' - 50 mi from 240° to 290°; 4000' - 40 mi from 290° to 330°; 4000' - 30 mi from 330° to 055°; 4000' - 50 mi from 055° to 075°, VOR radials 275° thru N to 75° usable 30 mi at min instr alt.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: Effect. Mar 24, apch ctl freq 320 kc out of service - modernization. About May 6, ILS will be cmsnd. Lclzr freq: 110.1 mc with voice. Ident: ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq: 334.1 mc. Lctd 75' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear: 61°. MM lctd 3475' from apch end of rnwy No. 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq: 224 kc. Ident: AB. (4-1) FLD: Due to non-visibility twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel Hangar. (2-4)

BRISTOL-3M ARPT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on Arwy V 14 and V 37 within tolerance. Usable dist on V 37, 40 mi at min instr alt. Other radials beyond tolerance in excess of 15 mi. (9-30)

**ERIE-PORT ERIE ARPT: 732' (2072'MSL) lgtd twr erected 7 mi ESE (115°T) at lat 42-02-20; long. 80-03-45. (4-11) This corrects AIRGI Vol. 9, No. 3. (4-27)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 319° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt.

**KEARSARGE-ERIE CITY ARPT: Abandoned. (3-2)

MT. POCONO ARPT: Fld soft and wet - use asphalt rnwy. (3-8)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof.(1-8) Effect. May 20,twr will discont voice transmission on LF rng freq 263 kc. (4-30) FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 260° to 070°. (11-28)

PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: About May 20, trans & rcvr 137.88 mc will be cmsnd. (4-29)

PITTSBURGH-ALLEGHENY CO° ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc.

★PITTSBURGH-RADIO: Correct LF rng lat 40-20-49, long. 79-58-49. Correct VOR lat 40-16-43, long. 80-02-28. (4-2)

PITTSBURGH-GREATER PITTSBURGH -RADIO: Usable dist River H fac 30 mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: About May 20, trans & rcvr 137.88 mc will be decmsnd. (4-29)

★READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29) Correct Airgi Vol. 9, No. 3, Page 25, dated Apr 20, 1954 to read: VHF/DF opers on 100-156 mcs.

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' 30 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°; 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)

WILKES BARRE-WYOMING VALLEY ARPT: Const. S and SE ends of N/S and NW/SE Rnwys. (10-7)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23 R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SOUTH CAROLINA: ANDERSON-RADIO: VOR under some conditions may indicate clockwise errors to 4° from 103° thru 121°. Clockwise errors to 5° from 169° thru 215°. (10-10) Lgt to moderate roughness may be noted over mountains NW at min alt. (4-28)

BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)

CALHOUN FALLS-BENTLEY ARPT: Closed. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

COLUMBIA-RADIO: VOR course 200° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (12-17)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (3-26)FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi. (4-14)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)

**SUMTER ARPT: 254' (400' MSL) lgtd 3-twr array erected 5 mi ESE (105°T) at lat.33-55-16 long. 80-16-59. (4-24)

SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable until further notice. (3-2)

SOUTH DAKOTA: ABERDEEN-(SAUNDERS) ARPT: Rnwys rstd to acft 26,000 lbs or less.(4-12)

EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31,CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

SIOUX FALLS-RADIO: About May 24, VOR will be shut down for approx 3 days-const.

SIOUX FALLS-ARPT-TOWER: About May 10, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. Mrkrs and lctrs will remain in opern. (4-15)

WATERTOWN-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S en of Rnwy.(11-25)

★CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 miles at min instr alt. (2-27) April 30, voice fac cmsnd on VOR. Class: BVOR. Monitoring category changed to (1).

★CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwys Green 5 and toward Atlanta at min altitude. Usable dist in other directions not yet determined. (7-16) Apr 19, INSACS established at Crossville Arpt. (4-27) This corrects Airgi Vol.9, No. 3, dated April 20, 1954.

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville, Other courses have excessive roughness.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Jan 4 VOR shut down until approx May 4 - relctn. (3-29)

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S rnwy closed ngts. (2-24)

**LEXINGTON-FRANKLIN-WILKINS ARPT: 200' (792' MSL) lgtd rdo twr erected 2.5 mi NNW (340°T) at lat 35-41-02; long. 88-23-13. (4-21)

MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at minimum IFR alt - 40 mi.

MEMPHIS ARPT-TOWER: Effec. April 19, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Memphis Municipal Arpt. These procedures are described generally on Page 63, Part 1 of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl.(3-20) FLD: Rnwy 9-27 clsd to all acft for westward take-off and landing. Excavation off E end.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. About May 4, LF rng NW course will be realigned from 151 to 156°. (4-16)

NASHVILLE-BERRY FLD: Construction-new 60' tfc ctl twr being erected 830' N of NW end Runway 15-33 and 970' W Runway 2L-20R. Lgtd. Open holes 30' from both sides and 2000' from SE end Rnwy 2L-20R. Mrkd days, ngts. (3-31)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

SMYRNA-SEWART AFB-RADIO: USAF VHF/DF unreliable from 290°-030° clockwise below 4500'; unreliable in all quads below 3000'. (1-11)

TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn.. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

TEXAS: AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.(3-23)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130° 140° only.

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise th ru 340° moderate to severe bends. Caution advised. (1-22)

(5-4-54)

TEXAS: BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd - const. (1-28)
BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-16)
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.
★CORPUS CHRISTI-CUDDIHY FLD-TOWER: Beginning May 4, twr will be closed every Tues.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
DALLAS-LOVE FIELD-TOWER: About May 14, ILS lclzr and glide slope will be shut down until approx August 15. (4-14)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)
FT. WORTH-RADIO: About May 4, Haslet FM ident will be changed from 2 dots-one dash to 4 dashes; Joshua FM from 2 dots - 3 dashes to 2 dots-2 dashes; Rockwood FM from 3 dashes to 2 dashes. (4-9) VOR radials 105° clockwise thru 120° moderate to severe scalloping.
GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. April 23, VOR shut down for approx 45 days - relctn. (3-27)
**GRAHAM ARPT: 168' (1223' MSL) lgtd rdo twr erected 2.5 mi NW (315° T) at lat 33-08-30, long. 98-36-00. (4-6)
★GUTHRIE-RADIO: VOR monitoring category changed from (3) to (1). (4-21)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
HOUSTON ARPT-TOWER: PPI apch to Rnwy 21 restricted to beyond 2 mi from arpt. (3-18)
FLD: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)
**JACKSBORO-RODEO CITY ARPT: 165'(1245'MSL) lgtd rdo twr erected 3 mi S (187° T) at lat 33-13-30, long. 98-09-45. (4-6)
JUNCTION-RADIO: About May 14, H fac freq 335 kc will be changed to 275 kc. (5-3)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
**LEAKEY-LEWIS RANCH ARPT: Correct lat 29-49-00, long 99-47-15. (4-23)
LIBERTY-DARRELL FLD: 167' temp drilling structures 5 mi WSW in area bounded by lat 27-59-00, long. 94-49-00 and lat 30-02-00, long. 94-51-30. (11-9)
**LUBBOCK ARPT: 160' (3416' MSL) lgtd rdo erected 4.3 mi SSW (200° T) at lat 33-35-28, long. 101-50-54. (4-15)
LUFKIN-RADIO: About May 6, VOR will be shut down until approx May 13 - modification.
MIDLAND-RADIO: Effect. May 4, INSACS will be shut down for approx 3 days - major repairs. (4-13)
MIDLAND AIRPARK-TOWER: Effect. Mar 1, and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: Effect. Mar 1, and until Sept 1, NW/SE Rnwy will be clsd to all acft during daylgt hrs on week-days because of parked mil acft conducting refueling operns on Rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl unit will be in opern controlling all Mil and Civil acft by rdo or lgt signals. Use rnwys only. (2-26)
MIDLAND AIR TERMINAL-TOWER: Effect. May 4, ILS lclzr and apch lgt lane will be shut down for approx 3 days - major repairs. (4-13)
TEXAS: MISSION-TRI-CITIES ARPT: Closed. (3-11)
POTEET ARPT: Closed - construction. (11-20)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)
**SAN ANTONIO-BEXAR COUNTY ARPT: Abandoned. (3-26)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
SAN MARCOS-GARY AFB-RADIO: USAF Z mrkr unreliable above 5000'. (10-29)
**SEYMOUR ARPT: Abandoned. (3-26)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
SINTON #1 ARPT: 87' unlgtd survey twr erected adj to hangar 200' S of W end E/W Rnwy.
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TULIA ARPT: Caution-water on rnwys during irrigation season.
TYLER-RADIO: Effect. Mar 3, due to modernization, LF rng will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative until further notice - modernization. (3-5)
WACO-JAMES CONNALLY AFB-RADIO: USAF VHF/DF unreliable below 3000' all quads.
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)
WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19)
YOAKUM ARPT, SITE 7, SAT-HOU: Soon, arpt will be abandoned.. (3-19)
UTAH: ★BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. April 27, DME at VOR site flgt-checked and cmsnd. 130' MSL coverage 50 mi 350° N, E, S and W to 330°. 135' MSL coverage 50 mi 330° to 350°. (4-28)
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME gnd checked only. (12-9)
HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330°, at min instr alt. (12-6)
OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30) DME coverage 0-150°, 20 mi at 12,000' MSL. 150-315°, 50 mi at 10,000' MSL. 315-360°, 50 mi at 11,000' MSL. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. (3-24)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235° - 255° below 4000'; 255-355° below 9000' all beyond 50 mi.
★BURLINGTON ARPT: April 8, 153' MSL lgtd antenna twr erected 1.5 mi NW. FLD: May 1, to approx May 30, N/S and E/W Rnwys clsd intermittently- re-surfacing daylgt hrs. (4-30)
VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hours or altitude.
DANVILLE-RADIO: DME inop for indefinite period. (5-4)
FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4,000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-4-54)

VIRGINIA: LYNCHBURG-PRESTON GLENN ARPT-TOWER: About June 30, twr will be discontd. (4-15)
MANASSAS ARPT: CLOSED-hvy equipment. (4-29)
**NEW MARKET-TIMBERVILLE ARPT: 285' lgtd twr erected 10 mi NNE (30°T) at lat 38-46-15; long. 78-37-17. (4-13)
**NEWPORT NEWS-HENRY ARPT: Deer on fld, occasionally. (4-16)
NORFOLK-RADIO: Visual courses VAR slightly rough.
POWHATAN-PLAINVIEW ARPT: Caution - fld soft from regrading. (1-25)
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft. Rnwy 6-24 clsd 0630 - 1730 daily except Sats, Suns and IFR weather until approx June 1. Ditches and equip along sides. (4-8)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**EVELINE, BCN SITE 64, SFO-SEA: Effect May 11, bcn site discontinued. (4-28)
EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable, 160° to 310° clockwise below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11)
**ISSAQUAH BCN SITE 1, SEA-HLN: Effect. May 11, bcn site discontinued. (4-28)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110°; below 4000', 110-240°; below 3500', 240-315°. (1-13)
ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not lnd on this portion. (10-10)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service until further notice. (2-9)
★SEATTLE-RADIO: Correct LF rng lat 47-29-38, long. 122-15-06. Correct VOR lat 47-26-25, long. 122-18-34. (4-28)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts.
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 070-300° at 6000'; 090-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19) Bndry and rnwy flood lgts decmsnd. (3-29)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution - const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)
TACOMA-McCHORD AFB-RADIO: USAF LF rng has multiples all courses beyond 20 mi. (3-26)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mcs, lctd 3000' NW end rnwy 27 on rnwy extended centerline and glide slope, 335.0 mcs, lctd 1382.86' NW apch end Rnwy 27 and 400' NE rnwy centerline. LMM freq: 203 kc, ident: KM, lctd 3682' (0.70 mi) SE Rnwy 9/27 extended centerline. LOM freq 284 kc, Ident: YK, lctd 42,269' (8.01 mi) SE rnwy 9-27 extended centerline. All components operg intermittently test basis daylgt hrs until May 15. (4-12) FLD: N/S Taxiway between Rnwys 9-27, 4-22 perm clsd to acft and vehicular tfc. (4-13)

WEST VIRGINIA: CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL. 270° thru 330°, 30 mi at 2500' MSL. All other radials within tolerance. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
ELKINS-RADIO: LF rng has multiples and fades all courses. (1-10)
HUNTINGTON-RADIO: About May 3, H fac freq will be changed from 236 to 323 kc. (3-30)
MARTINSBURG ARPT: Glider flying-peak activity expected on weekends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
★WHEELING-OHIO COUNTY ARPT-TOWER: Effect. April 25, twr hrs of opern 0700-2300 daily. (4-9)
WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)
GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuth angles 220° thru 252°. (4-3)
**HAYWARD ARPT: Effect Apr 19th, Abandoned. (4-8)
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand overhead apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ILS glide slope resumed opern. (4-27) FLD: Formation take-offs prohibited on all rnwys without prior approval of the ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)
**TREMEALEAU BCN SITE 24, CHI-TWIN CITIES: May 11, bcn will be discontinued. (4-15)
WOODRUFF-RADIO: Private MH fac shut down until further notice. (4-15)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.
**CASPER-WARDWELL ARPT: Abandoned. (3-22)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.
ROCK SPRINGS ARPT: Caution- first 500' NW end NW/SE Rnwy clsd - marked.(3-18)
SHERIDAN RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN SIDE OF FINAL APCH. CRS. OUTBND. AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
AKRON, OHIO Akron Airport 1051 SBMRAZ-DTV - AKR Procedure No. 1 Effective date: 5/22/54				*W side S crs 201 outbnd 021 inbnd 2300'-within 10 mi	1800	077 0.2	T-dn C-d C-n A-dn	400-1 600-1 600-1.5 800-2	400-1 700-1.5 700-1.5 800-2	Within 0.2 miles. . .climb to 2500' on N crs of Akron LFR. *Procedure turn conducted W to avoid tfc at Akron-Canton Airport.
Procedure No. 2	PROCEDURE CANCELLED effective date: 4/20/54									
BEAUMONT, TEXAS Jefferson County Arpt 15 SBMRLZ-DTV- BUJ Procedure No. 1 Effective date: 5/15/54	Beaumont VOR	024 8.0	1200	W side N crs 340 outbnd 160 inbnd 1500'-within 25 mi	1000	160 3.6	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.6 miles climb to 1400' on S crs (160°) within 25 miles.
BURLINGTON, IOWA Burlington Airport 698 SBRAZ-DTV - BRL Procedure No. 1 Effective date: 4/20/54	Burlington VOR	273 11.0	1900	E side S crs 177 outbnd 357 inbnd 1800'-within 10 mi 2000'-within 25 mi	1300	360 1.9	T-dn C-dn S-dn 36 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 1.9 miles. . .climb to 1900' on N crs 357° within 25 miles.
COLUMBIA, S. C. Columbia Airport 244 SBRAZ-DTV - CAE Procedure No. 1 Effective date: 5/15/54	Columbia VOR	092 14.0	1900	*S side E crs 089 outbnd 269 inbnd 1500'-within 15 mi (beyond 15 mi NA)	1200	268 7.4	T-dn *C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 7.4 miles climb to 1500' on W crs within 25 miles. Alternate missed approach procedure: when directed by ATC, turn right, climb to 2000' on NW crs within 25 miles. *Caution Notes: 1. obstruction clearance altitude - tower 510' msl located 1.5 mi NW of LFR; 2. procedure turn S to avoid Ft. Jackson danger area.
COLUMBUS, GA. Muskogee County Arpt. Procedure No. 1	PROCEDURE CANCELLED									
DENVER, COLO. Stapleton Airfield 5331 SBMRAZ-DTVX - DEN Procedure No. 1 Effective date: 5/15/54	Dacona FM Henderson FM (Final) Watkins FM Franktown FM (northbound only)	168 20.0 168 9.0 239 15.0 335 30.0	6300 5900 6300 *7000	#E side N crs 348 outbnd 168 inbnd 6300'-within 25 mi	5900	162 2.4	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.4 mi . . climb to 8900' on S crs. Alternate missed approach when directed by ATC, climb to 6600' on E crs DEN LFR within 25 mi. *Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' msl terrain 6 mi NW of Franktown. #All procedure turns on N crs to E account high terrain to W. Shuttle: On N crs within 25 mi or as directed by ATC on S crs LFR between range and Aurora FM, or on E crs LFR. Caution: 5918' msl rdo twr 4.7 mi ESE of airport. Deviation from standard criteria authorized in items 2 and 5.
Procedure No. 2 Effective date: 5/15/54	Dacona FM* Henderson FM* Watkins FM* Franktown FM (northbound only)	168 20.0 168 9.0 239 15.0 335 30.0	6300 6300 6300 7000#	E side S crs 155 outbnd 335 inbnd 7000'-within 10 mi** (beyond 10 mi NA)	7000 (over Aurora FM)	335 6.5 (from Aurora FM)	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 6.5 mi. from Auron FM-climb to 6500' on N crs within 20 mi. Alternate missed approach procedure when directed by ATC, climb to 6600' on E crs DEN LFR within 25 mi. *If contact not established at rng stn, climb to 8900' on S crs within 25 mi. #Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' msl terrain 6 mi. NW of Franktown. **Procedure turn must be accomplished within 10 mi of Aurora FM account of high terrain to S. Shuttle: On N crs within 25 mi or as directed by ATC, on S crs LFR between rng and Aurora FM, or on E crs LFR. Caution: 5918' msl rdo twr 4.7 mi ESE of airport. Deviation from standard criteria authorized in Items 2 and 5.
GALVESTON, TEXAS Galveston Airport 7 SBMRLZ-DTV - GLS Procedure No. 1 Effective date: 5/15/54				#E side N crs 333 outbnd 153 inbnd 1400'-within 15 mi (beyond 15 mi NA)	900	126 4.2	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles climb to 1300' on S crs (153°) within 15 miles. #(1) Procedure turn non-standard due to obstruction W. Caution: 231' msl rdo twr 1.3 mi NE of airport.
GREAT FALLS, MONT. Great Falls Airport 3671 SBRAZ-DTV - GTF Procedure No. 1 Effective date: 4/30/54	GTF - VOR Belt FM Cascade FM (Final)	048 1.5 270 22.0 023 19.0	5500 5500 5500*	S side SW crs 203 outbnd 023 inbnd 5500'-within 10 mi of GTF-LFR. (15, 20 & 25 mi NA due to high terrain)	4200	015 1.6	T-dn C-d C-n S-dn 2 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1.5 800-2	Within 1.6 miles, climb to 5500' on NE crs within 25 miles of GTF-LFR. Alternate missed approach when directed by ATC, execute climbing left turn, climb to 5500' on NW crs within 25 miles of GTF-LFR. *When Cascade FM used as final approach marker, descent authorized to 4200' when within 10 miles of GTF-LFR. Caution: 4500' msl terrain 6 miles NE of Cascade FM.
INDIANAPOLIS, IND. Weir Cook Airport 796 SBRAZ-DTV - IND Procedure No. 1 Effective date: 4/20/54	Clayton FM (Final) Indianapolis VOR	069 11.0 170 7.0	1500 2000	S side of W crs 249 outbnd 069 inbnd 2000'-within 15 mi	1500	074 3.2	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.2 miles climb to 2300' on E crs IND LFR and proceed to Greenfield Int, or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 25 miles, 2. Climb on SW crs ILS to 1900' proceed to LOM.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-4-54)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LAFAYETTE, IND. Purdue University Arpt 605 BMRLZ-DTV - LAF Procedure No. 1 Effective date: 4/20/54	LaFayette VOR	278 5.0	2100	S side of SW crs 230 outbnd 050 inbnd	1340	046 2.4	T-dn C-dn A-dn	300-1 700-1.5 800-2	300-1 700-1.5 800-2	Within 2.4 miles. . .climb to 3000' on NE crs LAF-LFR within 25 miles. Caution: Unlgtd stack 681' msl lctd approx 1.5 miles NE of airport. ADF procedure not authorized.
LA JUNTA, COLO. La Junta Airport 4238 SBMRLZ-DTV - LHX Procedure No. 1 Effective date: 5/15/54				W side NE crs 014 outbnd 194 inbnd 5400'-within 10 mi 5600'-within 25 mi	4900	194 2.6	T-dn C-dn S-d S-n 19 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 600-1.5 500-1 500-1.5 800-2	Within 2.6 mi. . .climb to 8000' on N crs within 25 mi. Deviation from standard criteria authorized in Item 11.
MACON, GA. Cochran Airport 354 SBMRAZ-DTV - MCN Procedure No. 1 Effective date: 5/8/54	Macon VOR	323 4.0	1600	W side NW crs 325 outbnd 145 inbnd 1700'-within 20 mi (beyond 20 mi NA)	1200	143 3.5	T-dn C-dn S-dn 13 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Within 3.5 miles...climb to 1700' on SE crs (143°) within 25 miles.
MADISON, WISCONSIN Truax Field 859 BMRLZ-DTV - MSN Procedure No. 1 Effective date: 4/20/54	Lone Rock VOR	102 44.0	2500	N side E crs 094 outbnd 274 inbnd 2100'-within 15 mi	1600	314 2.6	T-dn C-dn S-dn 31 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.6 miles. . .climb to 2500' on N crs within 25 miles of MSN-LFR. ADF procedure not authorized.
PHILADELPHIA, PA. North Philadelphia Airport 120 MLWZ-DTV - PNE Procedure No. 1 Effective date: 5/15/54				N side NE crs 058 outbnd 238 inbnd 1500'-within 10 mi (beyond 10 mi NA)	800	238 2.8	T-dn C-d C-n S-d S-n 24 A-dn	300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 500-1 500-1.5 800-2	Within 2.8 miles. . .make a climbing right turn to 1500' within 10 miles on NE crs. ADF procedure not authorized.
ST. JOSEPH, MISSOURI Rosecrans Memorial Airport 821 SBMRLZ-DTV - STJ Procedure No. 1 Effective date: 5/5/54	St. Joseph VOR	170 17.0	2400	E side S crs 172 outbnd 352 inbnd 2200'-within 10 mi (beyond 10 mi NA account conflicting Kansas City tfc)	1700	360 3.7	T-dn C-d C-n S-dn 35 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 700-1.5 700-1.5 500-1 800-2	Within 3.7 miles. . .climb to 2400' on N crs STJ-LFR within 25 miles. Caution: Weather Bureau observations available 0600 thru 2100 only. when U.S. Weather Bureau observations not available circling minimums apply. 400' bluffs W, NW and E of airport.
TRI-CITY, TENN. (Bristol, Johnson City Kingsport) Tri-City Airport 1524 SBRAZ- TRI Procedure No. 1 Effective date: 5/3/54	(Abingdon)Int. NE crs TRI - LFR & TRI-VOR 030° rad. (Bristol) Int. NE crs TRI - LFR & TRI-VOR 344° radial or 340° from Emmett MHW (Final) TRI - VOR (Grey) Int. SW crs TRI-LFR & TRI VOR 275° radial	245 22.0 245 10.0 289 13.0 065 6.0	3300 2620 5500 3000	N side NE crs 065 outbnd 245 inbnd 3600'-within 15 mi (NA beyond 15 mi)	2620	252 3.2	T-dn C-d C-n S-d S-n 27 A-dn	300-1 700-1 700-1.5 500-1 500-1 1000-2	300-1 800-1.5 800-2 800-1.5 800-2 1000-2	Within 3.2 miles. . .climb to 5000' on SW crs within 25 miles. Caution: Extreme turbulence may be expected during periods of high wind velocities.
WALLA WALLA, WASH. Walla Walla City-County Airport 1205 SBMRLS-DTV - AWL Procedure No. 1 Effective date: 5/3/54	Lamar Int. (Int. NW crs AWL LFR and 004° radial from PDT VOR)	092 13.0	3500	N side NE crs 002-outbnd 182 inbnd 3500'-within 15 mi (NA 20 & 25 mi)	2500	175 3.6	T-dn C-d C-n A-dn	300-1 800-1 600-1 800-2	300-1 600-1.5 700-1.5 800-2	Within 3.6 miles climb to 5000' on SW crs AWL-LFR 182° within 20 miles. Alternate missed approach when directed by ATC, within 3.6 miles turn right climb to 3600' hold in non-standard holding pattern on SW crs AWL-LFR. Caution: High terrain E of airport.

CARLSBAD, N. MEX. - CARLSBAD AIRPORT - Procedure No. 1 Cancelled effective June 8, 1954.

COEUR D'ALENE, IDAHO - COEUR D'ALENE AIRPORT - Procedure No. 1 Cancelled effective June 8, 1954.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-4-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ALLENTOWN, PA. **Allentown-Bethlehem-Easton Airport** **392** **ILS - ABL** **LOM - AB** **Procedure No. 1** **Comb. ILS-ADF** **Effective date: 5/6/54**	Allentown LFR	LOM	227 10.0	2300	S side SW crs 241 outbnd 061 inbnd 2300'-within 10 mi of LOM	ILS 2300 ADF 1800 over LOM	2300 7.1	595 0.7	T-dn ILS-d ILS-n ADF-d ADF-n S-dn 6 ILS ADF A-dn	300-1 500-1 500-1.5 700-1 700-1.5 400-0.75 700-1 800-2	300-1 500-1.5 500-2 700-1.5 700-2 400-0.75 700-1 800-2	Within 7.1 mi after passing LOM (ADF)...climb to 3000' on NE crs of ILS within 20 mi of LOM.
	Allentown VOR	LOM	215 11.0	2300								
	Slatington Int or FM	LOM	151 11.0	2300								
	Int N crs Philadelphia LFR & NW crs N Philadelphia LFR	LOM	321 8.0	2300								
	Int SE crs Allentown LFR & ILS NE crs or brng 241° to LOM	LOM	241 11.0	2300								
	Bath Int.	LOM	241 12.0	2300								
Procedure No. 2 **Premised on use of back crs ILS and Bath Int. (Int NE crs ILS & 301° crs to Allentown VOR or 276° brng to Allentown LFR)** **Effective date: 5/6/54**	Allentown LFR	NE crs ILS	118 3.0	2300	E side NE crs 061 outbnd 241 inbnd 2300'-within 10 mi of Bath Int. (procedure turn conducted E to avoid terrain W of NE crs (NA beyond 10 mi)	No glide path or markers 1200 over Bath Int.	4.1 from Bath Int.		T-dn C-d C-n S-dn 24 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-2 500-1 800-2	Within 4.1 mi after passing Bath Int....climb to 2500' on SW crs ILS within 25 mi of Bath Int. ADF approach not authorized.
	Allentown VOR	Bath Int.	121 5.0	2300								
BIRMINGHAM, ALA. **Birmingham Airport** **643** **ILS - BHM** **LOM - BH** **Procedure No. 1** **Comb: ILS - ADF** **Effective date: 5/2/54**	Birmingham LFR	LOM	215 9.0	2600	#N side SW crs 232 outbnd 052 inbnd 2000'-within 25 mi	ILS 2000 ADF 2000	2000 5.4	830 0.7	T-dn C-dn S-dn 5 *ILS ADF A-dn	300-1 800-1 500-0.75 600-1 1000-2	300-1 900-1.5 500-0.75 600-1 1000-2	Climb to 2500' on N crs BHM LFR or 355° radial BHM VOR within 25 miles. *ILS, 600-1 required when either glide path or approach lights inoperative. #Procedure turn N side to avoid obstructions S.
	Birmingham VOR	OM	215 11.0	2600								
	Abernant Int.	LOM OM	057 29.0	2000								
	Narrows Int. S crs BHM LFR & 250° ANB	LOM OM	327 9.0	2600								
	Trussville Int.	LOM	232 12.0	2600								
	Bradford FM	LOM	193 16.0	2000								
CLEVELAND, OHIO **Cleveland-Hopkins Airport** **789** **ILS - CLE** **LOM - CL** **Procedure No. 1** **Comb: ILS - ADF** **Effective date: 5/1/54**	Avon Lake FM	LOM	171 10.0	2200	S side SW crs 234 outbnd 054 inbnd 2200'-within 10 mi	ILS 2200' ADF 1700' over LOM	2070 4.5	1020 0.6	T-dn C-dn S-dn ILS 5L ADF 5C, 5L A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	4.5 mi after passing LOM (ADF) make a right climbing turn, climb to 2900' on N # side E crs Cleveland LFR. Alternate missed approach procedures (when requested by ATC) (1) make right # climbing turn, proceed to LOM at 2600'. (2) climb to 2500' on NE crs ILS within 15 mi.
	Cleveland LFR	LOM	224 4.5	2200								
	North Royalton FM	LOM	303 11.0	2600								
	Elyria FM	LOM	121 9.0	2200								
	Walter Int.	LOM	054 19.0	2200								
	Gralton Int.	LOM	054 9.0	2200 (final)								
Procedure No. 2 **ILS - CLE** **(Back course)** **Effective date: 5/1/54**	Radar transition to ILS NE crs to be conducted in accordance with established PPI patterns for Runway 23R.				Procedure turn NA inbound crs 234°	No glide path or markers. Minimum altitude to 5 mi fix 2000'. Descend to landing minimums after passing 5 mi fix as determined by surveillance radar.			T-dn C-dn S-dn 23R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5 mi after passing radar fix, climb to 2200'*on SW crs ILS to LOM, *or at a higher altitude when requested by ATC.

NOTE: The following radar transition altitudes are applicable to all procedures: S, NW, & N quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000', in SE quad within 30 mi 3000'; in all quadrants in accordance with established radar patterns.
Procedure No. 2. Authorized only in conjunction with airport surveillance radar. No glide path and no altitude information given on final approach between ASR 5 mi fix and airport unless requested.
#Caution: Television towers approx. 1950' located approx. 7 miles ESE of airport.

COLORADO SPRINGS, COLO. **Peterson Field** **6172** **ILS - COS** **LOM - CO** **Procedure No. 1** **Comb: ILS & ADF** **Effective date: 5/1/54**	Black Forest FM	LOM	166 18.0	8200	E side S crs 166 outbnd 346 inbnd 7200'-within 25 mi of LOM	ILS 7200 ADF 7200 over LOM	7120 4.3	6270 0.7	T-dn C-d C-n S-dn 35 ILS ADF A-dn	300-1 600-1 600-2 400-1 500-1 800-2	300-1 600-1.5 600-2 400-1 500-1 800-2	Within 4.3 mi after passing LOM (ADF) climb to 8000' on 035°mag. outbnd crs from LOM within 25 mi. Alternate missed approach: when directed by ATC, climb to 8000' on 035°mag outbnd crs. from LOM within 25 mi. Caution: (1) 7150' msl rdo twr 15.5 mi N of LOM. (2) 7710' msl terrain 23.5 mi N of LOM. (3) Danger area 2.5 mi W of Lclzr center line. Note: No approach lgts available. Deviation from standard criteria authorized in column 6 for danger area airspace clearance.
	ILS LMM or MM	LOM	166 3.7	7200								
	Fountain FM	LOM	346 3.5	7200								
DENVER, COLO. **Stapleton Airfield** **5331** **ILS - DEN** **Procedure No. 1** **Effective date: 5/15/54**	DEN LFR	LOM	098 9.0	7000	N side E crs 076 outbnd 256 inbnd 7000'-within 5 mi	7000	6997 6.3	5571 0.7	T-dn C-dn S-dn 26L A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Turn right, climb to 6300' on N crs DEN LFR within 20 mi. Alternate missed approach when directed by ATC, Climb to 6600' on the E crs of Denver LFR within 25 mi. Caution: 5918' msl rdo twr 4.7 mi ESE of airport. 5570' msl tank 0.8 mi SE MM.
	DEN VOR	LOM	162 7.0	7000								
	Aurora "H"	LOM	050 9.0	7000								
	Dupont Int.	LOM	122 11.0	7000								
	Watkins FM	E crs ILS	192 9.0	7000								
	Int. E crs ILS & S LFR	LOM	076 8.0	7000								
GREENSBORO, N.C. **Greensboro-High Point Airport** **913** **ILS - GSO** **LOM - GS** **Procedure No. 1** **Comb: ILS - ADF** **Effective date: 5/21/54**	Greensboro LFR	LOM	299 6.0	2000	N side NW crs 318 outbnd 138 inbnd 2300'-within 10 mi	ILS 2250 ADF 1800 over LOM	2250 5.0	1180 0.7	T-dn C-dn S-dn 14 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to 2300' on SE crs of ILS or 138° track from LOM within 25 mi. When directed by ATC turn left climb to 2300' on NE crs of GSO LFR within 25 mi.
	Winston-Salem LFR	LOM	058 10.0	2300								
	Wallburg Int.	LOM	033 11.0	2300								
	Greensboro VOR	OM	347 7.0	2200								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-4-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
MIAMI, FLA. Miami Intn'l Airport 9 ILS - MIA LOM - MI Procedure No. 1 Comb: ILS - ADF Effective date: 5/22/54	Miami LFR (Final)	LOM	085 1.5	ILS 1100	N side W crs 265 outbnd 085 inbnd 1100'-within 25 mi	ILS 1100 ADF 600' over LOM	1100 4.4	200 0.7	T-dn C-dn S-dn 9R ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1400' on E crs of ILS or 085° track from LOM within 25 mi, or when directed by ATC, turn to 180°, climb to 1400' intercept and proceed SE on SE crs. MIA LFR or radial 151 of Miami VOR within 25 miles. *Right turn from S, or left turn from N from MIA-LFR to LOM NA.
	Miami VOR	OM	260 1.5	ADF 600								
	Krome FM (Final)	LOM	091 10.0	1100 ILS								
				1100 ADF 600								
MIAMI, FLA. Miami Intn'l Airport 9 ILS - MIA Procedure No. 2 Effective date: 4/16/54	(Bayshore) Int. of E crs MIA LFR and S crs PBI LFR	Flagler fix*	265 7.0	1400	S side E crs 085 outbnd 265 inbnd 1400'-within 15 mi E of Bayshore Int. (NA beyond 15 mi)	No glide path	No Markers Alt. Over Flagler Fix* on final 1400. Dist to rnwy 3.8 miles.		T-dn C-dn S-dn 27L A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3 8 miles climb to 1100' on W crs of ILS within 25 miles. *Flagler fix is the intersection of the E crs of the ILS and a 335° brng to Marine Miami HW (NIB) In consideration of noise abatement use of this procedure is authorized only when found advantageous by ATC. VFR practice of this approach NA.
	Miami LFR	Flagler fix*	085 12.0	1400								
	Miami VOR	Flagler fix*	085 9.0	1400								
PITTSBURGH, PA. Greater Pittsburgh Airport	Correct AIRGI Vol 9 No. 2 dated April 6, 1954- Procedures No 2 and 3 - Column 1 - Add identification "GPB".											
ST. JOSEPH, MO. Rosecrans Memorial Airport 821 ILS - STJ LOM - ST Procedure No. 1 Comb: ILS - ADF Effective date: 5/5/54	St. Joseph LFR	LOM	167 2.5	2300	E side S crs 172 outbnd 352 inbnd 2300'-within 10 mi (NA beyond 10 mi)	ILS 2300 ADF 1800	2261 6.0	1066 0.9	T-dn C-d C-n S-dn ILS 35 ADF 35 A-dn	300-1 500-1 500-1.5 400-0.75 500-1 800-2	300-1 700-1.5 700-1.5 400-0.75 500-1 800-2	Climb to 2400' on N crs ILS within 25 mi. Caution: Weather Bureau observations available 0600 thru 2100 only. When U.S. Weather Bureau observations not available, ADF minimums apply. 400' bluffs W, NW and E of airport.
	St. Joseph VOR	N crs ILS	153 3.0	2400								
SACRAMENTO, CALIF Sacramento Airport 21 ILS - SAC LOM - SA LMM - AC Procedure No. 1 Comb: ILS - ADF Effective date: 5/17/54	SAC LFR	LOM	187 3.0	1200	S side of crs 196 outbnd 016 inbnd 1200'-within 8 mi (NA beyond Clarksburg FM)	1200 ADF 1000 over LOM	1169 4.6	213 0.6	T-dn C-dn S-dn 2 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 4 6 miles after passing LOM (ADF) climb to 2500' on NE crs of SAC LFR within 20 mi., or on radial of 022° from SAC VOR within 20 miles. NOTE: No approach lights. Caution: 219' msl transmission lines on localizer crs between LOM and LMM.
	SAC VOR	LOM	018 .07	1200								
	Travis LFR	LOM	043 19.0	1200								
	Clarksburg FM	LOM	022 8.0	1200								
	Galt Int.	LOM	248 16.0	1200								
SAVANNAH, GA. Travis Field 50 ILS - SAV LOM - SA Procedure No. 1 Comb: ILS - ADF Effective date: 4/23/54	Savannah LFR	LOM	320 12.0	1300	N side crs 270 outbnd 090 inbnd 1400'-within 10* mi (NA beyond 10 mi)	ILS 1400 ADF over LOM 900'	1350 5.5	217 0.6	T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	....Make immediate left turn...** climb to 1400' on NW crs of SAV-LFR or track of 321° from the LOM or radial 300° of SAV- VOR. *Danger Area 3 miles S of final approach; **simultaneous approaches to Hunter AFB 10 miles east.
	NE crs of SAV - LFR	LOM	270 19.0	1500								
	Savannah VOR	OM	258 12.0	1300								
WINDSOR LOCKS, CONN. Bradley Field 173 ILS - BDL LOM - BD Procedure No. 1 Comb: ILS - ADF Effective date: 5/15/54	Weatogue Int. (Final)	LOM	058 3.5	2300	S side SW crs 238 outbnd 058 inbnd 2300'-within 10 mi	ILS 2300 ADF 1700 over LOM	1650 5.2	415 0.7	T-dn C-dn S-dn 6 ILS ADF A-dn	300-1 700-1.5 400-0.75 500-1 800-2	300-1 700-1.5 400-0.75 500-1 800-2	5.2 mi., after passing LOM (ADF) Climb to 2500' on NE crs ILS or 058° crs on LOM. Alternate missed approach procedure when requested by ATC, make a climbing right turn to LOM at 2500'. Deviation from criteria authorized in straight-in landing minimums. Standard clearance not provided over ridge approximately 1.0 mile N of OM. Caution: Unlgtd hills 2 3/4 miles NW of airport, approximately 768'.
	(ADF Final)			1700								
	Int. E crs Westfield & NE crs ILS or brng 238°	LOM	238 19.0	2500								

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
CLEVELAND, OHIO Cleveland-Hopkins Airport 789 Effective date: 5/1/54	S, NW & N quad. of Cleveland LFR within 10 miles 2000' 10-30 miles 3000' SE quad. of Cleveland LFR within 30 mi 3000' in all quadrants in accordance with approved patterns or established minimum en route instrument alts.	All runways	T-dn	300-1	300-1	300-1	300-1	Runway 27-Climb to 2000' on W crs of Cleveland LFR and proceed to Elyria FM. Runway 9 - Climb to 2900' on N side of the E crs of Cleveland LFR to Parkman Int. All Runways except 9 and 27 - make a climbing right turn and proceed on the N side of the E crs of the Cleveland LFR to the Parkman Intersection at 2900'. Caution: TV twrs approximately 1950' approximately 7.0 miles ESE of airport.
		5L	C-dn	500-1	500-1.5			
			S-dn	400-0.75	400-0.75			
		All runways	C-dn			500-1	500-1.5	
			S-dn			500-1	500-1.5	
		All runways	A-dn	800-2	800-2	800-2	800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-4-54)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9	10	11
COLUMBUS, GA. Muscogee County Airport 397 BVOR - CSG Procedure No. 1 Effective date: 5/20/54	Columbus LFR	024 19.0	1800	N side NE crs 056 outbnd 236 inbnd 1400'-within 15 mi 2100'-within 25 mi	1400	236 3.6	T-dn C-dn S-dn A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 2000' on crs of 236° mag within 25 mi. Note 1. Crawford Int is ILS localizer crs and Int NW crs CSG LFR 2. Marvyn Int is CSG VOR radial 258 and Int LGC VOR radial 180.
	Crawford Int	053 19.0	2000							
	Marvyn Int	084 18.0	2000							
CROSS CITY, FLA. - Cross City Airport - Correct AIRGI Vol 9, No. 2 dated April 6, 1954 - Column 7 to read: 299 degrees.										
DENVER, COLO. Stapleton Airfield 5331 BVOR - DEN Procedure No. 1 Effective date: 5/15/54	Denver LFR	048 8.5	6500	S side crs * 031 outbnd 211 inbnd 6500'-within 25 mi	6020	211 9.4	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 9.4 miles...turn left climb to 8400' on crs of 174° within 15 miles of DEN VOR. *Procedure turn non standard account conflicting holding pattern. Caution: 5018' msl rdo twr 4.7 ESE of airport Shuttle: To 6500' on crs of 029° outbnd, 209° inbnd.
GREAT FALLS, MONT. Great Falls Airport 3671 BVOR - GTF Procedure No. 1 Effective date: 5/15/54	GTF - LFR	228 1.5	5500	S side of crs 206 outbnd 026 inbnd 5500'-within 10 mi of GTF VOR. (NA 15, 20 & 25 due to high terrain)	4300	026 2.6	T-dn C-d C-n S-dn 2 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1 800-2	Within 2.6 miles...climb to 5500' on 018° outbnd crs within 25 miles of GTF-VOR. Alternate missed approach when directed by ATC, execute climbing left turn, climb to 5500' on 312° outbnd crs, within 25 mi of GTF-VOR. *When Cascade FM used as final approach marker, descent to 4300' authorized within 10 mi of GTF-VOR. Caution: 3840' msl LFR towers located 1.5 miles SW of airport.
	Belt FM	268 22.0	5500							
	GTF - LOM	329 6.0	5500							
	Cascade FM (Final)	023 18.0	5500*							
GREENSBORO, N. C. Greensboro-High Point Municipal Airport 911 BVOR - GSO Procedure No. 1 Effective date: 5/21/54	Cove Int.	154 23.0	3000	E side of crs 210 outbnd 030 inbnd 2300'-within 25 mi	1800	030 3.5	T-dn C-dn S-dn 5 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.5 miles climb to 2300' on crs of 030 degrees within 25 miles.
MASSENA, N.Y. Richards Airport 295 BVOR - DTVJ - MSS Effective date: 5/6/54				N side of crs 117 outbnd 297 inbnd 1700'-within 10 mi (NA beyond 10 mi)	1200	297 6.2	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 600-1.5 800-2	Within 6.2 miles...make a climbing right turn to 2000', return to Massena VOR. Caution: 598' tower located approximately 2 miles SW of airport.
MERIDIAN, MISS. Key Field Procedure No. 1	PROCEDURE CANCELLED									
SIDNEY, NEBRASKA Sidney Airport 4390 BVOR - DTV - SNY Procedure No. 1 Effective date: 4/25/54	Sidney Rbn	245 5.0	5500	S side of crs 245 outbnd 65 inbnd 5800'-within 10 mi 5900'-within 20 mi 6000'-within 25 mi	5300	65 5.0	T-d T-n C-d C-n A-d	300-1 300-2 500-1 500-2 800-2	NA NA NA NA NA	Within 5.0 miles...climb to 5500' on crs of 65° within 25 miles of VOR.
SACRAMENTO, CALIF. Sacramento Airport 21 BVOR - SAC Procedure No. 1 Effective date: 5/13/54	Clarksburg FM (Final)	020 7.0	1000	S side crs 198 outbnd 018 inbnd 1200'-within 7.0 mi (NA beyond Clarksburg FM)	1000	018 5.1	T-dn C-dn S-dn 2 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 4.8 miles...climb to 2500' on 022° radial within 20 miles of SAC VOR. Caution: 220' msl tower between SAC VOR and LFR.
	Sacramento ILS LMM	198 4.4	1200							
ST JOSEPH, MO. Rosecrans Memorial Airport 821 BVOR - STJ Procedure No. 1 Effective date: 5/5/54	St. Joseph VOR	350 17.0	2400	W side 347 outbnd 167 inbnd 2400'-within 25 mi	2400	167 12.7	T-dn C-dn A-dn	300-1 1000-3 1000-3	300-1 1000-3 1000-3	Within 12.7 miles...climb to 2500' on outbnd crs 167 within 25 miles. Caution: Weather Bureau observations available 0600 thru 2100 only. 400' bluffs W, NW and E of airport.
WHEELING, W. VA. Ohio County Airport 1195 BVOR - DTV - HLG Procedure No. 1 Effective date: 5/15/54	Int. 291° crs from Pittsburgh VOR and 220° crs to Wheeling VOR (Final)	220° 10.0	2500	W side of crs 040 outbnd 220 inbnd 3000'-within 10 mi (NA beyond 10 mi)	2500	220 6.7	T-dn C-dn S-dn 21 A-dn	300-1 600-1 600-1 800-2	300-1 700-1.5 600-1 800-2	With 6.7 miles...climb to 2600' on crs of 222° within 25 mi. NOTE: Night operations on runway 9/27 and take-offs on runway 9 not authorized for air carrier aircraft over 12,500 lbs gross weight

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT S OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MACON, GEORGIA Macon(Cochran) Airport 354 BVOR - MCN TVOR - 31 Effective date: 4/16/54	Macon LFR	146 4.0	1600	N side of crs 118 outbnd 298 inbnd 1700'-within 10 mi	900*	308 1.0	T-dn C-dn* A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Climb to 1700' on crs of 318° within 25 miles *Maintain 900' until after passing bearing 208 to WRB Rbn.
	Robins MHW	323 4.0	1600							
	Int SW crs MCN LFR and 049 bearing to MCN VOR	049 8.0	1600							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-4-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

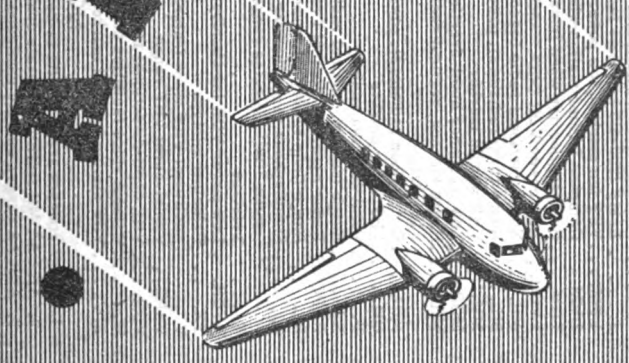
CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT. PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT.	PROCEDURE TURN L OR R SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BIRMINGHAM, ALA.	BIRMINGHAM AIRPORT - PROCEDURE NO. 1 SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED 5/21/54									
BRADFORD, PA. McKean County Airport 2142 MHW - BFD Procedure No. 1 Effective date: 5/20/54				E side of crs 141 outbnd 321 inbnd 3400'-within 10 mi	2500	321 4.4	T-dn C-d C-n S-dn 32 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1.5 500-1 800-2	Within 4.4 miles...climb to 3400' on crs 321° within 10 miles. Make climbing left turn, return to Bradford MHW at 4000'.
DENVER, COLORADO Stapleton Airfield 5331 MHW - AUR Procedure No. 2 Effective date: 5/15/54	Denver VOR	200 13.0	7000	E side crs 164 outbnd 344 inbnd 7000'-within 10 mi (NA beyond 10 mi)#	** 6200	344 3.0	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.6 miles...climb to 8500' on crs of 346° from DEN LFR within 25 miles. Alternate missed approach when directed by ATC, climb to 6000' on E crs DEN LFR within 25 mi. *Descent below 8960' not authorized until 3 mi N of Franktown FM due to 6715' terrain 6.0 mi NW of Franktown. #Procedure turn must be accomplished within 10 mi on account of high terrain to S. **Do not descend below 5825' msl until 1.5 mi N Aurora Rbn on account of 5525' msl twr at Lowry Fld. Shuttle: On N crs DEN LFR within 25 mi when directed by ATC. Shuttle approved on S crs DEN LFR between rng stn and Aurora FM, and on E crs DEN LFR within 25 mi. Caution: 5918' msl twr 4.7 mi ESE of airport. Deviation from standard criteria authorized in items 2 and 5.
	Denver LFR	164 7.0	7000							
	Franktown FM* (northbound only)	332 22.0	7000							
	Watkins FM	215 18.0	7000							
	Aurora FM (Final)	305 3.0	6200							
GREENSBORO, N. C. - GREENSBORO HIGH POINT AIRPORT - PROCEDURE NO. 2 SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED 5/21/54										
MANSFIELD, OHIO Mansfield Airport 1296 BMH - MFD Procedure No. 1 Effective date: 5/15/54	Int. NE crs Columbus LFR & 310° brng to Mansfield BMH	310 3.5	2500	W side of crs 310 outbnd 130 inbnd 2500'-within 10 mi	1900	On airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 0.0 miles...climb to 2500' on crs of 130° within 25 miles of Mansfield BMH.
	Mansfield VOR	312 7.0	2500							
MASON CITY, IOWA Mason City Airport Procedure No. 1	Correct AIRGI Vol 9 No. 2 dated April 6, 1954			Column 3 - to read 346 and Column 11 - to read Within 0 miles climb to 2800' on ADF track of 360°mag within 25 mi."						
SACRAMENTO, CALIF. - SACRAMENTO AIRPORT - SUPERSEDED BY COMBINATION ADF-ILS PROCEDURE DATED 5/17/54										
WILMINGTON, N. C. New Hanover County Airport 31 BMH - IMN Procedure No. 2 Effective date: 5/21/54	Wilmington VAR	195 5.0	1200	W side NW crs 341 outbnd 161 inbnd 1200'-within 25 mi	520	On airport	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0 miles climb to 1600' on crs of 161° within 25 miles.
FARGO, N. DAK. - HECTOR AIRPORT - Procedure cancelled as procedure combined with ILS effective May 26, 1954.										
HURON, S. DAK. - HOWES AIRPORT - Procedure cancelled as procedure combined with ILS effective May 26, 1954.										
SAVANNAH, GA. - TRAVIS FIELD - Procedure cancelled superseded by combination ADF-ILS procedure dated April 23, 1954.										

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-6-54)

SPECIAL NOTICE

Pilots are requested, when calling CAA airway communications stations or control towers, to indicate the frequency on which a reply is expected.

AIRMAN'S GUIDE



STATE UNIVERSITY
JUN 8 1954
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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 27.

SPECIAL NOTICE
JORDON NARROWS
Controlled Firing Area See Page 50

RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 26

VOL. 9, NO. 5 ..... MAY 18, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR
B	BAKER	K	KING	T	TARE
C	CHARLIE	L	LOVE	U	UNCLE
D	DOG	M	MIKE	V	VICTOR
E	EASY	N	NAN	W	WILLIAM
F	FOX	O	OBOE	X	XRAY
G	GEORGE	P	PETER	Y	YOKE
H	HOW	Q	QUEEN	Z	ZEBRA
I	ITEM	R	ROGER		

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	COCA	L	LIMA	U	UNION
D	DELTA	M	METRO	V	VICTOR
E	ECHO	N	NECTAR	W	WHISKEY
F	FOXTROT	O	OSCAR	X	EXTRA
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of assoeiated ranges and ILS in addition to frequencies listed)
B. . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . Control Tower, CAA
Cl. . . . Control Tower, (City, County, Private, etc.)
D. . . Distantly controlled

DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . Range (loop radiators), power less than 50 watts
MM. . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . Teletype
TVOR. . Low power VOR (no standby equipment) located on airport
TX. . . . Principal teletype
V. . . Additional VHF voice feature on other than range frequency
VAR. . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(5-18-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make three hundred sixty (360) degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland and the Knoxville Air Defense Identification Zone

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
Chicago-Midway Arpt., Ill.	219, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 126.5, 126.18, 257.8 mc	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 118.1, 118.3, 119.5, 126.18 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 137.88, 257.8 mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	118.1, 119.7, 120.3, 120.5, 126.18, 132.3, 135.9, 137.88, 255.4 (Conreq 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Guards 122.1 (on-request 125.1, 125.7, 125.9 mc)
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.1, 118.5, 126.5, 137.88, 363.8, 136.8, 255.4, 335.8, 379.4 mc	ASR	Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports: PPI not authorized.

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR			Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME (test)	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME (test)
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	359 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	109.7	ILG	333.2	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler								400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME (test)
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.3	219 CH*	DME (test)
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME (test)
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	110.3	BAL	335	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME (test)
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	LMM lctd 0.63 mi, LOM lctd 4.3 mi
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key					0.71	356 EI			
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City [redacted]	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME (test)
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME (test)
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	4.47	382 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BG	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	109.7	GFS	333.2	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.71		4.4	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG		319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.3	PHL	335	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME (test)
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7W	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3W	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L5)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME (test)
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L5)	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	MHW	BAE	344		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	DME (test'
(3)Huntsville	VORW	HSV	112.3		
Mobile	SBRAZ-DTV	MOB	248;V;126.7,122.2	(3),255.4	37 A 138 N 217 A 318 N
(1) "	BVOR	MOB	113.3		DME (test)
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME (test)
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),# ,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		
Douglas	BMRLZ-DTV	DUG	379;V;121.5,126.7	(3),#	50 A 120 N 230 A 300 N
(1) "	BVOR	DUG	112.9		
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),# ,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		
Payson	HW	PAS	248		
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME (test)
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
"	MHW	IMH	201		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2	(3),255.4	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		
" Adams	AC(g)		335;126.18,118.7,121.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME (test)
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME (test)
Van Buren	MHW	VBU	236		
Walnut Ridge	BMRLZ-DTV	ARG	308;V;121.5,126.7	(3),#,255.4	20 A 84 N 200 A 264 N
(1) "	BVOR	ARG	115.7		DME (test)
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,126.18,255.4	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME (test)
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	CWK	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7, 122.2	(3),#	DME (test)
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME (test)
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7	(3)	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME (test)
" Arpt	AC(g)		242;126.18,119.5,121.5, 257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0,121.3	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		DME (test)
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2	(3),255.4	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME (test)
" Arpt	AC(g)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME (test)
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18,120.5,257.8, 243.0	(2),#	(0700-2300)
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	
Pescadero	HH	PES	190		
(1)Point Reyes	VORW	PYE	113.7		DME (test)
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS -Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME (test)
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
" Mc Clellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Salinas	BMRL-DTV	SNS	260;V;121.5,126.7, 255.4	(3),#	30 A 120 N 210 A 300 N
(1) "	BVOR	SNS	112.1		DME (test)
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME (test)
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, [redacted] 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Silver Lake	MRAWZ	SIL	269		32 A 132 N 215 A 312 N
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
Thermal	BMRLZ-DTV	TRM	242;V;121.5,126.7,122.2	(3),#,255.4	56 A 144 N 236 A 324 N
(1) "	BVOR	TRM	114.3		DME (test)
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		DME (test)
Aurora	HW	AUR	296		
Colorado Springs	MHW	COS	239		
" Peterson	AC(g)		272;119.9,126,18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),#	
Denver	Center		118.9	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1)Kremmling INSACS-Eagle	BVOR-DVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
[redacted]	[redacted]	[redacted]	[redacted]		
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7	(3),#,255.4	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5	(2),#	(0645-2245)
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0600-2200)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(3)Norwich	VORW	ORW	117.9		DME
(1)Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME (test)
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6 ←	#, (125.1, 125.7, 125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1, 126.7	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME (test)
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	38 A 157 N 218 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME (test)
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME (test)
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18 ,257.8	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #,	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;126.7,122.2 255.4 ←	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5 ←		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.1,118.5,126.5, 136.8,137.88,255.4, 335.8,363.8,379.4 mc	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME (test)
W. Palm Beach	SBMRA-DTV	PBI	209;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME (test)
" Intnl	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME (test)
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	DME (test)
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME (test)
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME (test)
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	EMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Coeur D'Alene	MRLWZ	COE	347		65 A 156 N 267 A 344 N
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	
(1)Twin Falls	VORW	TWF	115.8		DME (test)
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-TV	BDF	382;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	BDF	114.7		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3	(2), #	
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME (test)
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME (test)
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
Evansville	SBRAZ-DTV	EVV	233;V;126.7,255.4,122.2	(3),#	108 N 181 A 263 N 357 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
(1)Evansville	BVOR	EVV	113.3		
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126,18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME (test)
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	BMRLZ-DTV	LAF	227;V;121.5,126.7,122.2	(3),# ,255.4	50 A 120 N 230 A 300 N
(1) "	BVOR	LAF	113.5		
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME (test)
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0600-2200)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME (test)
IOWA					
Burlington	SBRAZ-DTV	BRL	326;V;121.5,126.7, 122.2	(3),#,255.4	52 N 177 A 245 N 357 A
(1) "	BVOR	BRL	117.9		
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME (test)
" Arpt	AC(g)		278;118.3,121.5,126,18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME (test)
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
Mason City	BH-TV	MCW	227;V;121.5,126.7, 255.4	(3),#	DME (test)
(1) "	BVOR	MCW	114.9		
Ottumwa	BH-DTV	OTM	260;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	OTM	113.4		
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME (test)
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Dodge City	BMH-TV	DDC	290;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	DDC	116.4		
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
Goodland	BH-TV	GLD	353;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	GLD	115.1		
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7, 132.3	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		121.5,118.5,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Lebo	HW	LBO	311		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	
" Smoky Hill AFB	MHW	PBH	365		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME (test)
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.3		DME
" Arpt	AC(g.7)		278;119.5,121.5,126.18, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME (test)
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#.255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 124 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(1); #	89 A 146 N 267 A 339 N
(1) "	BVOR	SHV	112.9		DME (test)
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME (test)
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME (test)
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME (test)
Limestone AFB	MHW	LIZ	335		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		DME (test)
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DV	ADW	379;126.7,122.2	(3)-135.9	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	BVOR	BAL	115.8		DME (test)
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0600-2200)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); #	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME (test)
Shadyside	MHW	SHZ	391		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3)-= 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
(1) " "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MH	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVAR-DTVJ	ACK	109.1;V;126.7,121.5, 122.2;278	(3),#,255.4	01 BA 91 NB 181 YN 271 AY
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0700-sunset)
Worcester	TVJ		254;V;121.5,122.2, 126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME (test)
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,126.18, 126.5,257.8	(2),#	
Flint	BMH-TV	FNT	335;V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME (test)
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME (test)
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBMRAZ-DTV	SSM	356;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,126.18, 257.8	(2), #	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME (test)
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3,301.4	#	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME (test)
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		
Willmar	SMRAWZ	ILL	254		75 N 177 A 264 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME (test)
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME (test)
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME (test)
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME (test)
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	
Joplin	BMRLZ-DTV	JLN	400;V;121.5,126.7,122.2	(3),#,255.4	88 N 178 A 268 N 352 A
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME (test)
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9, 132.3,301.4	#	
Kirksville	BMRLZ-DTV	IRK	391;V;121.5,126.7	(3),#,255.4	52 A 137 N 232 A 317 N
(1) "	BVOR	IRK	117.1		
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7	(3),#,255.4	
St. Joseph	SBMRLZ-DTV	STJ	341;V;121.5,126.7, 122.2	(3),#,255.4	82 N 172 A 262 N 352 A
(1) "	BVOR	STJ	114.8		DME (test)
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME (test)
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME (test)
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	BVOR	BZN	112.2		DME (test)
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		DME (test)
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	95 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2	(3)	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME (test)
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME (test)
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME (test)
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	3 A 74 N 183 A 274 N
(1) "	BVOR	MLP	112.3		DME (test)
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME (test)

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
Chadron	BMH-TV	CDR	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	CDR	113.4		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME (test)
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	
(1)Lexington	BVOR-DTVBJ	LXN	112.7;V;121.5,126.7, 122.2;278	(3),#,255.4	DME (test)
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,122.2, 126.7	(3),255.4	71 N 170 A 251 N 350 A
" Arpt	AC		272;118.5,126.18,121.5, 257.8,243.0	(2),#	
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME (test)
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
Sidney	BH-TV	SNY	314;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SNY	113.1		
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N. 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME (test)
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME (test)
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn. Opers similar to MH fac.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic, * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
Carlsbad	BMRLZ-DTV	CNM	311;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
(1) "	BVOR	CNM	116.8		
Clovis AFB	MHW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME (test)
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Rodeo	MRLWZ	ROD	254		13 A 81 N 193 A 261 N
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME (test)
NEW YORK					
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME (test)
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;224	(3),#,255.4	DME (test)
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
" Intnl "	AC(g)		239;118.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MHW	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	DME (test)
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2	(3),#,255.4	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Schenectady Co.	CI		284;126.18	(2),#	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME (test)
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME (test)
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7 122.2	(3),#,255.4	
(1) "	BVAR	AVL	108.3		21 AY 111 BA 201 NB 291 YN
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	61 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME (test)
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0730-2330)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		
(1)Golva	VORW	GOL	116.7		
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 205 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME (test)
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME (test)
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 142.74,121.5,243.0 ,126.5	(2),#	
(1)Dayton	BVOR	DAY	117.1		DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 152 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0700-2300)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2 ,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME (test)
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	DME (test)
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
"	TVOR	OIV	114.4 (08-17)		
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		DME (test)
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	(1)	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
LaGrande	MHW	LGD	329		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	[redacted]
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME (test)
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3),#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME (test)
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	255		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	325		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME (test)
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.9,255.4	#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 137.88,257.8,118.7, 119.3	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,137.88, 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading Arpt	AC(g)		281;126.18,119.1,121.5	(2),#	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME (test)
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 182 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 256 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME (test)
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME (test)
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME (test)
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 238 A 328 N
(1) "	BVOR	SPA	115.7		DME (test)
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7,122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7,122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2,126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME (test)
" Arpt	C(g)		278;118.3,121.5	(2),#	
Watertown	BMRLZ-DTV	ATY	382;V;121.5,126.7,122.2	(3),#,255.4	77 A 162 N 257 A 342 N
(1) "	BVOR	ATY	116.6		DME (test)
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4,122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-DTV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		
" Arpt	AC(g)		278;118.3,121.5,119.1,126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3,142.74,233.8,243.0	(1); #	83 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,121.5	(3),121.5,255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2,255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME (test)
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4,122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME (test)
" Mueller	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7,122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1,121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	365;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7,122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Clint	HW	CNT	365		
College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME (test)
" Easterwood	AC(g)		272;1185,121.5,126.18,151.56,257B	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SBMRLZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME (test)
" Love	AC(g)		278;118.7,121.1,121.5, 126.18,257.8 ,119.5	(2),#	(0700-2300)
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME (test)
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME (test)
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME (test)
Monument	MHW	MNU	245		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME (test)
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME (test)
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
" Pounds Fld	C		206;119.1	119.1	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME (test)
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	121.5,255.4	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	VORW	MLF	112.1		DME (test)
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DV	ARV	233;126.7,122.2	(3)-135.9	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME (test)
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME (test)
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME (test)
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME (test)
(3)Lawrenceville	VORW	LVL	115.6		DME (test)
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
" Preston Glenn	C(g)		248;119.9	(2),#	
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME (test)
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 123.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME (test)
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME (test)
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME (test)
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	(1)	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req,#	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME (test)
" " Intnl	AC(g,7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2	(3),#,255.4	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272	[redacted]	54 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME (test)
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME (test)
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME (test)
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME (test)
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME (test)
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	(0700-2300)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7	(3)#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(5-18-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME (test)
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld.	AC(g)		248;119.9,126.18,257.8	(2),#	
"	VHF/DF			126.18,(100-156 req)	
Manitowoc (P)	V		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7	(3)	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME (test)
" Mitchell	AC(g)		278;119.1,126.18,121.5	(2),#,257.8	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		DME (test)
Douglas	BMH-TV	DGW	251;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	DGW	114.1		
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME (test)
(3)Moorcroft	VORW	MFW	DECOMMISSIONED		
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME(test)
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		DME (test)
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406 kc; 121.5 mc	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	
NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT					
Hubbard, Ohio	MHW	HBD	408		
Farallon Island, Calif.	HW	R	314		
(3)Centralia, Ill.	VORW	ENL	115.0		
Newark, Tex.	HW	EWX	233		
Madison, Truax Fld, Wisc.	UHF/DF			257.8	
Derby (A), Kans.	HW	IAB	299		
Reading, General Spaatz, Penna.	VHF/DF			100-156 mc	
Hagerstown Arpt., Maryland	CI		203;126.18	(1);122.5, #	(0730-2400 Mon thru Fri.)
Pt. Mugu NAS, Calif.	H	NTD	532		
Limestone AFB, Maine	VORW	LIZ	115.0		
Minneapolis-St. Paul Intnl., Minn.	VHF/DF			100-156 mc	
Mt. Clemens, Mich. Selfridge AFB	VOR	MTC	113.4		
Trenton-Mercer Co., N. J.	CI(g)		121.3, 121.5	(2), #,126.18	0800-2300 wkdys 10-19 Sun & Sat
Klamath Falls, Oreg.	BVOR	LMT	117.8		DME (test)
Nantucket, Mass.	VORW	ACK	117.0		DME (test)
(1)Idlewild, N. Y.	VOR	IDL	117.2		
Duluth, Minn.	VHF/DF			100-156 mc	
Sampson AFB, N.Y.	MHW	SSN	239		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (1) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

AIN	Ainsworth, Nebr., Ainsworth Airport (Reassignment)
EFL	New Florence, Mo., Boone's Airport (Deletion)
IAB	Wichita, Kans., McConnell AFB (Change from Wichita AFB)
KBK	Kobuck, Alaska (Deletion)
PMP	Pumpville, Texas REP (Deletion)
SXZ	Slide Mountain, Nev. (Addition)
CC	Carcross, Y. T. (Deletion)
EK	Menihek Rapids, Nfld (Deletion)
PB	Port Alberni, B. C. (Addition)

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, Number 4, dated May 4, 1954, as follows:

(1) Page 4. Under Danger Area Amendment, item (3). Black Creek, Miss. area (D-452) should read (D-451). Item (4). Gulfport, Miss. area (D-453) should read (D-452).

(2) Page 6. Under Non-Standard Holding Patterns, item (3). Should read: Direction from holding point - East. Item (6). Should read: Direction from holding point - East.

V VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of May 14, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal

GROUND (Cont'd)

Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va., Municipal
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International

VOR CHECK POINTS (Continued)

San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley Intn'l
Burlington, Iowa
Butte, Mont.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin.
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Hobbs, N. Mex., Lea County
Houston, Texas, Ellington AFB (Houston VOR)
Knoxville, Tenn., McGhee-Tyson
La Junta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key
Midland, Texas, Air Terminal
Miles City, Mont.
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline Quad City
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
White Plains, N. Y., Westchester Co.
Wilkes Barre, Pa., Wilkes-Barre Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz.

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective May 18, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Amber Civil Airway No. 3 is amended to read in part:		
Pueblo, Colo. (LFR)	Colorado Springs, Colo. (LF/RBN)	8,000
Colorado Springs, Colo. (LF/RBN)	Denver, Colo. (LFR)	8,900
(2) Red Civil Airway No. 11 is amended to read in part:		
Evansville, Ind. (LFR)	Louisville, Ky. (LFR)	2,100
(3) Red Civil Airway No. 54 is amended to read:		
Burley, Idaho (LFR)	Spring Bay (INT), Utah	11,500
Spring Bay (INT), Utah	Promontory Point, Utah (LF/RBN)	11,000
Promontory Point, Utah (LF/RBN)	Stansbury (INT), Utah	11,000
(4) Red Civil Airway No. 60 is amended to read in part:		
Stockton, Calif. (LFR)	Peters (INT), Calif.	2,000
Peters (INT), Calif.	*Copper (INT), Calif.	3,000
*8,000' - Minimum crossing altitude at Copper (INT), NE-bound		
(5) Blue Civil Airway No. 18 is amended to read in part:		
Vergennes (FM)	Burlington, Vt. (N bound)	2,000
Burlington, Vt.	Vergennes (S-bound)	4,500
(6) Blue Civil Airway No. 26 is amended to read in part:		
Summit, Alaska (LFR)	*Nenana, Alaska (LFR)	9,500
*6,000' - Minimum crossing altitude at Nenana (LFR), S-bound		
Healy, Alaska (FM)	Nenana, Alaska (LFR) (N-bound only)	6,500
(7) Blue Civil Airway No. 44 is amended to read in part:		
Indianapolis, Ind.	Kokomo, Ind. (LF/RBN)	2,800
(8) Blue Civil Airway No. 77 is added to read:		
Promontory Point, Utah (LF/RBN)	Corinne, Utah (LF/RBN)	11,000
(9) Blue Civil Airway No. 78 is added to read:		
Spring Bay (INT), Utah	Malad City, Idaho (LFR)	11,000
(10) Blue Civil Airway No. 81 is amended to read in part:		
Int. SE course Sarnia, Ont., Canada (LFR) & E course Cleveland, Ohio (LFR)	*U. S. Canadian Border	2,600
*For that airspace over U. S. territory		
(11) Direct Routes - United States is added to read:		
Ukiah, Calif. (VOR)	Williams, Calif. (LFR)	7,000
(12) VOR Civil Airway No. 6 is amended to read in part:		
Omaha, Nebr. (VOR)	*Lyman (INT), Iowa	2,600
*5,500' - Minimum reception altitude		
Lyman (INT), Iowa	*Middle River (INT), Iowa	2,600
*3,000' - Minimum reception altitude		
*Middle River (INT), Iowa	Des Moines, Iowa (VOR)	2,600
*3,000' - Minimum reception altitude		
(13) VOR Civil Airway No. 8 is amended to read in part:		
Omaha, Nebr. (VOR)	*Lyman (INT), Iowa	2,600
*5,500' - Minimum reception altitude		
Lyman (INT), Iowa	*Middle River (INT), Iowa	2,600
*3,000' - Minimum reception altitude		
*Middle River (INT), Iowa	Des Moines, Iowa (VOR)	2,600
*3,000' - Minimum reception altitude		
(14) VOR Civil Airway No. 11 is amended to read in part:		
Indianapolis, Ind. (VOR)	Zionsville (INT), Ind.	2,800
Zionsville (INT), Ind.	Ft. Wayne, Ind. (VOR)	2,200
(15) VOR Civil Airway No. 12 is amended to read in part:		
Wichita, Kans. (VOR)	Emporia, Kans. (VOR)	3,000
Wichita, Kans. (VOR) Via N alternate	Int. Wichita, Kans. (VOR) 035° mag. radial & Emporia, Kans. (VOR) 250° mag. radial Via N alternate	3,000
Int. Wichita, Kans. (VOR) 035° mag. radial & Emporia, Kans. (VOR) 250° mag. radial Via N alternate	Emporia, Kans. (VOR) Via N alternate	3,300
Indianapolis, Ind. (VOR) Via N alternate	Dayton, Ohio (VOR) Via N alternate	2,300 2,800
(16) VOR Civil Airway No. 16 is amended by adding:		
Phoenix, Ariz. (VOR)	Tucson, Ariz. (VOR)	7,000
(17) VOR Civil Airway No. 53 is amended to read in part:		
Tri-City, Tenn. (VOR)	Daley (INT), Ky.	6,200
*Daley (INT), Ky.	Lexington, Ky. (VOR)	**4,500
*5,000' - Minimum crossing altitude at Daley (INT), SE-bound		
**3,500' - Minimum terrain clearance altitude		
(18) VOR Civil Airway No. 64 is amended to read:		
*Long Beach, Calif. (VOR)	Corona (INT), Calif. (E- bound)	7,000
	(W-bound)	5,000
*5,000' - Minimum crossing altitude at Long Beach (VOR), E-bound		
*Corona (INT), Calif.	Thermal, Calif. (VOR)	12,000
*7,300' - Minimum crossing altitude at Corona (INT), E-bound		
(19) VOR Civil Airway No. 100 is amended to read in part:		
*San Francisco, Calif. (VOR)	Los Banos (INT), Calif.	7,000
*4,500' - Minimum crossing altitude at San Francisco (VOR), SE-bound		
(20) VOR Civil Airway No. 101 is amended to read in part:		
Ogden, Utah (VOR)	Hansels (INT), Utah (NW bound)	9,000
	(SE bound)	11,000
Hansels (INT), Utah	Burley, Idaho (VOR)	11,500
(21) VOR Civil Airway No. 113 is amended to read in part:		
Paso Robles, Calif. (VOR)	Los Banos (INT), Calif.	7,000
*Los Banos (INT), Calif.	Modesto, Calif. (VOR)	3,000
*7,000' - Minimum crossing altitude at Los Banos (INT), S-bound		
(22) VOR Civil Airway No. 135 is added to read:		
Yuma, Ariz. (VOR)	Blythe, Calif. (VOR)	5,000
Blythe, Calif. (VOR)	Needles, Calif. (VOR)	6,000
Needles, Calif. (VOR)	Las Vegas, Nev. (VOR)	8,000

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 7, Part 1, dated May 1, 1953, as follows:

(1) Page 17. Change Anniston, Ala. CAA telephone number to: ADams 6-0581.

(2) Page 19. Change Dodge City, Kans. telephone number as follows: WB - HUnter 3-3311; CAA - HUnter 3-3441.

(3) Page 20. Change Farmington, N. Mex. CAA telephone number to: DA-5-9271. Concord, N. H. telephone number as follows: WB - CApitol 5-5191; CAA - CApitol 5-6151.

(4) Page 21. Change Anderson, S. C. CAA telephone number to: CAnal 5-7501. Change Allentown, Pa. CAA telephone number to: COngress 4-1121.

(5) Page 23. Change ASDO telephone number at Concord, N. H. to: CApitol 5-6131.

✓ AERONAUTICAL CHART CORRECTIONS: Correct AL-449-VOR, dated March 23, 1954, West Palm Beach, Fla. to read: Distance from VOR to airport, 3.0 statute miles. Overrun lights at west end of rnwy 9-27.

(2) US RF-1 (VOR), dated April 5, 1954 - show the en route radial on Victor Airway 4 from Pendleton as 290° magnetic.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) ALVADA INTERSECTION - intersection of a 182° magnetic bearing from the Toledo, Ohio LFR station with a direct bearing from the Findlay, Ohio "MH" to the Cleveland, Ohio LFR station.

(2) TRINIDAD INTERSECTION (L/MF) - intersection of the NE course of the Yakima, Wash. LFR and the west course of the Ephrata, Wash. LFR.

(3) MORRIS INTERSECTION - intersection of the 204° magnetic radial of the Naperville, Ill. omnirng and the 256° magnetic radial of the Chicago Heights, Ill. omnirng.

(4) MARSEILLES INTERSECTION - intersection of the 072° magnetic radial of the Bradford, Ill. omnirng and the 225° magnetic radial of the Naperville, Ill. omnirng.

(5) BURLINGTON INTERSECTION - intersection of the NW course of the Chicago, Ill. LF radio range and a 234° magnetic bearing from the Milwaukee, Wisc. LF radio range.

(6) DACONA INTERSECTION (VHF) - intersection of the N course of the Denver, Colo. L/MF range and the 320° magnetic radial of the Denver, Colo. VOR.

(7) MASTIC INTERSECTION - intersection Idlewild, N. Y. VOR 093° magnetic radial with Riverhead, N. Y. VOR 193° magnetic radial.

(8) SYOSSET INTERSECTION - intersection Idlewild, N. Y. VOR direct radial to Hartford, Conn. VOR with Riverhead, N. Y. VOR direct radial to currently designated Glen Cove intersection on Victor 46.

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(9) BRIDGEPORT INTERSECTION - intersection Hartford, Conn. VOR direct radial to Idlewild, N. Y. VOR with Wilton, Conn. VOR direct radial to Bridgeport, Conn. LFR station.

(10) AMBOY INTERSECTION - intersection Colts Neck, N. J. VOR direct radial to currently designated Woodbridge intersection with Idlewild, N. Y. VOR direct radial to currently designated New Brunswick intersection.

(11) PATCHOGUE INTERSECTION - intersection Idlewild, N. Y. VOR 093° magnetic radial with Riverhead, N. Y. VOR 235° magnetic en route radial on Victor 16.

(12) POINT PLEASANT INTERSECTION - intersection Idlewild, N. Y. VOR direct radial to currently designated Point Pleasant LF intersection with Colts Neck, N. J. VOR direct radial to Point Pleasant intersection.

(13) SULLY INTERSECTION - intersection Idlewild, N. Y. VOR direct radial to currently designated Sully intersection with Riverhead, N. Y. VOR 235° magnetic en route radial on Victor 16.

(14) FIRE ISLAND INTERSECTION - intersection Idlewild, N. Y. VOR direct radial to currently designated Fire Island intersection with Riverhead, N. Y. VOR 235° magnetic en route radial on Victor 16.

(15) GREENFIELD INTERSECTION - intersection Concord, N. H. VOR 246° magnetic radial with Gardner, Mass. VOR direct radial to Albany, N. Y. VOR.

(16) HIRAM INTERSECTION - intersection Concord, N. H. VOR 056° magnetic radial with Augusta, Me. VOR 257° magnetic radial and/or Kennebunk, Me. VOR direct radial to the Hiram intersection.

(17) HUDSON INTERSECTION - intersection Concord, N. H. VOR direct radial to Boston, Mass. VOR with Gardner, Mass. VOR 074°magnetic radial.

(18) DAWSONVILLE INTERSECTION - intersection Herndon, Va. VOR 052° magnetic radial with Washington TVOR 326° magnetic radial.

(19) PENHOOK INTERSECTION - intersection Greensboro, N. C. VOR en route radial to Montebello, Va. VOR with Danville, Va. VOR direct radial to Wirtz intersection (Pulaski, Va. VOR 097° magnetic radial with Roanoke, Va. LFR SE course).

(20) COLEBROOK INTERSECTION - intersection Hartford, Conn. VOR direct radial to Albany, N. Y. VOR with Poughkeepsie, N. Y. VOR direct radial to Gardner, Mass. VOR.

(21) QUARRY INTERSECTION - intersection Front Royal, Va. VOR direct radial to Springfield, Va. "H" facility with Herndon, Va. VOR direct radial to Gordonsville, Va. VOR.

(22) URBANA INTERSECTION - intersection Dayton, Ohio VOR en route radial to Mansfield, Ohio VOR with Columbus, Ohio VOR 281° magnetic radial.

(23) STAR INTERSECTION - intersection Dayton, Ohio VOR 325° magnetic radial with Findlay, Ohio VOR 228° magnetic radial.

(24) WARSAW INTERSECTION - intersection Cincinnati, Ohio VOR 217° magnetic radial with Lexington, Ky. VOR 320° magnetic radial.

(25) GRANTS LICK INTERSECTION - intersection Cincinnati, Ohio, VOR 121° magnetic rad. with a direct brng between Wright-Patterson LFR stn and Lexington "H"fac on Blue 87.

(26) SUNBURY INTERSECTION - intersection Columbus, Ohio, VOR 338° magnetic radial with Mansfield, Ohio, VOR 220° magnetic radial.

(27) HOMER INTERSECTION - intersection Columbus, Ohio, VOR 053° magnetic radial with Mansfield, Ohio, VOR 188° magnetic radial.

(28) MECHANICSBURG INTERSECTION - intersection Columbus, Ohio, VOR 268° magnetic radial with a bearing 226° magnetic to Springfield, Ohio, "H" facility.

(29) RUSH INTERSECTION - intersection Rochester, N. Y. VOR 192° magnetic radial with Buffalo, N. Y. LFR course. (This intersection formerly known as WEST HENRIETTA.)

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE and REPORTING POINT AMENDMENTS: Unless otherwise advised, the civil airway, control area, control area extension, control zone and reporting point alterations designated herein are adopted to become effective 0001 EST June 8, 1954. However, in order to establish and realign the navigational facilities associated with such designations with a minimum of inconvenience to air traffic, temporary designations or procedures for the use of such airways, etc., and facilities may be prescribed in the current notices to airmen. Therefore, beginning May 25, 1954, and until the effective date specified above, any person operating an aircraft along or near the civil airways affected by these alterations shall consult and comply with any temporary designations or procedures therefor, specified in the current notices to airmen.

CIVIL AIRWAYS: (1) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended after "Wichita, Kans. radio range station;" by deleting the "Lebo, Kansas non-directional radio beacon;"

(2) Green civil airway No. 5 (Los Angeles, Calif. to Boston, Mass.) is amended by deleting the following facility: "Rodeo, N. Mex., radio range station;"

(3) Green civil airway No. 6 (Laredo, Texas to Norfolk, Va.) is amended between New Orleans, La., and Maxwell Fld, Ala. to read: "New Orleans, La. rdo rng stn via the intsxn of the NE crs of the New Orleans, La. rdo rng and a line bear. 224° true from the Bay Minette, Ala. non-directional radio beacon; Bay Minette, Ala. non-directional radio beacon; Maxwell Field, Ala., AFB radio range station;....."

(4) Amber civil airway No. 2 (Long Beach, Calif. to Umiat, Alaska) is amended between Daggett, Calif. and Las Vegas, Nev. to read: "Daggett, Calif. radio range station; Good Springs, Nev., non-directional radio beacon; Las Vegas, Nev., radio range station;"

(5) Amber civil airway No. 4 (Brownsville, Texas to Minot, N. Dak.) is amended between Kansas City, Mo. and Omaha, Nebr. to read: "From the Kansas City, Mo. radio range station via the Omaha, Nebr. radio range station;".....

(6) Amber civil airway No. 6 (Jacksonville, Fla. to United States-Canadian Border) is amended between Chattanooga, Tenn., and Bowling Green, Ky. to read: "Chattanooga, Tenn. radio range station; Nashville, Tenn., radio range station; the intersection of the NW course of the Nashville, Tenn., radio range and the SW course of the Bowling Green, Ky. radio range; Bowling Green, Ky., radio range station;".....

(7) Red civil airway No. 11 (Enid, Okla. to Boston, Mass.) is amended by deleting the portion which reads: "From the intersection of the east course of the St. Louis, Mo. radio range and the west course of the Evansville, Ind. radio range via the Evansville, Ind. radio range station; Louisville, Ky. radio range station;" and by changing that portion to read: "From the Louisville, Ky., radio range station to the intersection of the east course of the Louisville, Ky., radio range and a line bearing 358° true from the Lexington, Ky., non-directional radio beacon.".....

(8) Red civil airway No. 12 is amended to read and caption changed: "(Bradford, Ill., to Williamsport, Pa.)". "From the intersection of the north course of the Peoria, Ill. radio range and the southwest course of the Joliet, Ill., radio range via the Joliet, Ill., radio range station; the intersection of the east course of the Joliet, Ill. radio range and the west course of the South Bend, Ind. radio range; South Bend, Ind., radio range station to the Detroit, Mich. radio range station. From the intersection of a direct line between the Windsor, Ont., Canada, radio range and the Erie, Pa. radio range station with the U. S.-Canadian Border via the Erie, Pa. radio range station; Philipsburg, Pa. radio range station to the Williamsport, Pa., radio range station." (Note: Above change abolishes the portion of Red 12 between intersection NE Kansas City range and west course Columbia, Mo. range and intersection north course Peoria range and SW course Joliet range.)

(9) Red civil airway No. 30 (Shreveport, La. to Jacksonville, Fla.) is amended by deleting the portion which reads: "From the New Orleans, La. radio range station to the Mobile, Ala. radio range station. From the intersection of the NE course of the Mobile, Ala. radio range and the west course of the Crestview, Fla., via the Crestview, Fla. radio range station;" and by adding the following in lieu thereof: "From the New Orleans, La. radio range station via the Keesler AFB (Biloxi, Miss.) radio range station; Bay Minette, Ala. non-directional radio beacon; Crestview, Fla. radio range station;".....

(10) Red civil airway No. 31 (Cheyenne, Wyo., to La Crosse, Wis.) is amended between Pierre, S. Dak., and La Crosse, Wis. to read: "Pierre, S. Dak. radio range station; the intersection of the east course of the Pierre, S. Dak. radio range and the SW course of the Huron, S. Dak. radio range to the Huron, S. Dak. radio range station. From the Minneapolis, Minn. radio range station via the Stanton, Minn., non-directional radio beacon to the La Crosse, Wis. radio range station." (Note: Above change abolishes the portion of Red 31 between Huron range station and the intersection of east course Willman and northwest course Minneapolis range.)

(11) Red civil airway No. 35 (Pueblo, Colo. to St. Joseph, Mo.) is amended by changing last portion to read: "Forbes AFB, Kans. radio range station to the intersection of the NE course of the Forbes AFB radio range and the NW course of the Kansas City, Mo. radio range."

(12) Red civil airway No. 46 is amended to read and caption changed. "(U. S. Canadian Border to Jamestown, N. Dak.)". "That airspace over U. S. territory from the Regina, Saskatchewan, Canada, radio range station via the Minot, N. Dak. radio range station to the Jamestown, N. Dak. radio range station." (Note: Above changes abolish those portions Red 46 between Aberdeen, N. Dak. range and Watertown, S. Dak. range, and between the Ellendale intersection and the Rochester, Minn. range station.)

(13) Red civil airway No. 48 is amended by changing caption to read: "(Missoula, Mont. to Livingston, Mont.), and by deleting the first portion which reads: "From the Spokane, Wash. radio range station via the Coeur d'Alene, Idaho, radio range station to the Mullan Pass, Mont. radio range station."

(14) Red civil airway No. 55 is amended by changing caption to read: "(Chicago, Ill. to Columbus, Ohio)", and by deleting the entire first portion between the Burlington, Iowa, radio range station and the intersection of the east course of the Peoria, Ill. radio range and the SW course of the Joliet, Ill., radio range. (Note: Portion "Peoria to Pontiac intersection put on Red 89.)

(15) Red civil airway No. 83 is amended to read and caption changed. "(Gila Bend, Ariz. to Tucson, Ariz.)". "From the intersection of the west course of the Phoenix, Ariz. radio range and the north course of the Gila Bend, Ariz. radio range via the Gila Bend, Ariz. radio range station to the Tucson, Ariz. radio range station." (Note: Above change abolishes portion Red 83 from intersection SE Tucson and west Cochise to Rodeo, N. Mex. radio range station.)

(16) Red civil airway No. 89 is amended to read and caption changed: "(Quincy, Ill. to Peoria, Ill.)". "From the Quincy, Ill. non-directional radio beacon via the Peoria, Ill., radio range station to the intersection of the east course of the Peoria, Ill., radio range and the SW course of the Joliet, Ill., radio range." (Note: This abolishes the portions

between St. Joseph, Mo. range to Quincy range. Also picks up a portion that was a part of Red 55 - Peoria to Pontiac intersection).

(17) Red civil airway No. 91 (Salt Flat, Texas to Hobbs, N. Mex.) is revoked.

(18) Blue civil airway No. 3 (Tallahasse, Fla. to Sault Ste. Marie, Mich.) is amended by deleting the portion which reads: "From the Nashville, Tenn., radio range station via the intersection of the NW course of the Nashville, Tenn., radio range and the south course of the Evansville, Ind. radio range; Evansville, Ind. radio range station; Terre Haute, Ind., radio range station; the intersection of the north course of the Terre Haute, Ind., radio range and the SW course of the Lafayette, Ind., radio range; Lafayette, Ind., radio range station to the intersection of the NE course of the Lafayette, Ind. radio range and the north course of the Indianapolis, Ind. radio range."

(19) Blue civil airway No. 6 (Abilene, Texas to Muskegon, Mich.) is amended between Springfield, Ill., and the intersection of north course of Peoria, Ill., range and NE course of Burlington, Iowa, range to read: "From the Springfield, Ill., radio range station via the Peoria, Ill,, radio range station to the intersection of the north course of the Peoria, Ill. radio range and the SW course of the Joliet, Ill., radio range."....

(20) Blue civil airway No. 13 is amended by changing caption to read:"(Houston, Texas to Des Moines, Iowa)" and by deleting the last portion which reads: "From the Mason City, Iowa non-directional radio beacon to the Stanton, Minn., non-directional radio beacon."

(21) Blue civil airway No. 34 (Terre Haute, Ind. to Peoria, Ill.) is amended by correcting the first portion to read: "From the Terre Haute, Ind., radio range station via the intersection of the north course of the Terre Haute, Ind., radio range and the SE course of the Rantoul (Chanute), Ill., AFB radio range;....."

(22) Blue civil airway No. 44 (Advance, Mo. to U. S.-Canadian Border) is amended between Advance, Mo., and Fort Wayne, Ind. to read: "From the Advance, Mo. radio range station to the Paducah, Ky., non-directional radio beacon. From the Indianapolis, Ind. radio range station via the intersection of the south course of the Goshen, Ind. radio range and the SW course of the Fort Wayne, Ind., radio range; Fort Wayne, Ind., radio range station;"..... (Note: Portion of Blue 44 between Paducah and Indianapolis facilities abolished.)

(23) Blue civil airway No. 58 (Sioux Falls, S. Dak. to Watertown, S. Dak.) is revoked.

(24) Blue civil airway No. 59 (Pensacola, Fla. to Goodway, Ala.) is amended to read: "From the Pensacola, Fla. radio range station to the intersection of the NW course of the Pensacola, Fla. radio range and a line bearing 39° true from the Bay Minette, Ala., non-directional radio beacon."

(25) Blue civil airway No. 69 is amended to read and caption changed: "(St. Louis, Mo. to Quincy, Ill)". "From the St. Louis, Mo. radio range station to the Quincy, Ill., non-directional radio beacon." (Note: That portion Blue 69 from Quincy via Ottumwa to Des Moines abolished by above change.)

(26) Blue civil airway No. 74 is amended by changing the caption to read: "(Otto, N. Mex. to Santa Fe, N. Mex.)" and by deleting the first portion which reads: "From the Carlsbad, N. Mex. radio range station to the Roswell, N. Mex., radio range station."

(27) Blue civil airway No. 79 (Burlington, Iowa to Iowa City, Iowa) is revoked.

(28) Blue civil airway No. 82 (Lebo, Kans. to Topeka, Kans.) is revoked.

(29) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.), is amended by changing the last portion to read: "From the Nashville, Tenn. omnirng station via the intersection of the Nashville omnirng 343° true and the Evansville omnirng 145° true radials; Evansville, Ind., omnirng station; Terre Haute, Ind., omnirng station, including a west alternate; Lafayette, Ind., omnirng station, including a west alternate; Chicago Heights, Ill., omnirng station, including an east and a west alternate; intersection of the Chicago Heights omnirng 342° true and the Milwaukee omnirng 179° true radials; Milwaukee, Wis., omnirng station to the Green Bay, Wis., omnirng station."

(30) VOR civil airway No. 8 (Long Beach, Calif. to Washington, D. C.) is amended by deleting the portion which reads: "Lexington, Nebr., omnirng station, including a south alternate."

(31) VOR civil airway No. 26 (Rapid City, S. Dak. to Muskegon, Mich.) is amended between the Minneapolis, Minn. omnirng station and the Wausau, Wis., omnirng station to read: "Minneapolis, Minn., omnirng station, including a south alternate; Eau Claire, Wis. omnirng station, including a south alternate; Wausau, Wis., omnirng station, including a south alternate;"

(32) VOR civil airway No. 74 (Anthony, Kans. to Little Rock, Ark.) is amended to read: "From the Anthony, Kans., omnirng station via the Ponca City, Okla., omnirng station; Tulsa, Okla., omnirng station, including a south alternate; Fort Smith, Ark., omnirng station; intersection of the Fort Smith omnirng 098° true and the Little Rock omnirng 302° true radials, to the Little Rock, Ark., omnirng station."

(33) VOR civil airway No. 89 (Cheyenne, Wyo. to Rapid City, S. Dak.) is amended to read: "From the Cheyenne, Wyo., omnirng station, via the Chadron, Nebr., omnirng station, including an east alternate; to the Rapid City, S. Dak., omnirng station, including an east alternate and excluding the portion which overlaps the Scenic Danger area (D-190)."

(34) VOR civil Airway No. 140 is amended by changing the caption to read: "(Nashville, Tenn., to New York, N. Y.)" and by changing the first portion to read: "From the Nashville, Tenn., omnirng station via the intersection of the Nashville omnirng 059° true radial and the Corbin VAR west aural course; Corbin, Ky., VAR station; Paynesville, W. Va. non-directional radio beacon; Montebello, Va., omnirng station to the Herndon, Va., omnirng station."

(35) VOR civil airway No. 148 (Thurman, Colo., to North Platte, Nebr.) is amended to read: "From the Thurman, Colo., omnirng station via the Imperial, Nebr., omnirng station to the North Platte, Nebr., omnirng station."

(36) VOR civil airway No. 154 (Meridian, Miss. to Montgomery, Ala.) is amended to read: "From the Meridian, Miss. omnirng station via the intersection of the Meridian omnirng 084° true and the Montgomery omnirng 282° true radials to the Montgomery, Ala. omnirng station."

(37) VOR civil airway No. 160 is added to read: "Unassigned ."

(38) VOR civil airway No. 161 (Rochester, Minn., to Minneapolis, Minn.) is added to read: "From the Rochester, Minn., omnirng station via the intersection of the Rochester omnirng 350° true radial and the Minneapolis-St. Paul Intn'l Arpt ILS 121° true course to the Minneapolis-St. Paul Intn'l Arpt ILS lclzr."

CONTROL AREAS: (1) Red civil airway No. 91 (Salt Flat, Texas to Hobbs, N. Mex.) is revoked.

(2) Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.) is revoked.

(3) Blue civil airway No. 79 (Burlington, Iowa to Iowa City, Iowa) is revoked.

(4) Blue civil airway No. 82 (Lebo, Kans. to Topeka, Kans.) is revoked.

CONTROL AREA EXTENSIONS: (1) (Burlington, Iowa) is amended to read: "Within a 15 mile radius of the Burlington, Iowa omnirng station and within 5 miles either side of the 112° true radial of the omnirng extending from the omnirng station to a point 25 miles east."

(2) (St. Joseph, Mo.) is amended to read: "That airspace within a 25 mile radius of Rosecrans Field bounded on the NE by Amber civil airway No. 4, and on the SE by Red civil airway No. 35."

(3) (Dodge City, Kans.) is amended to read: "Within 5 miles either side of the 341° and 161° true radials of the Dodge City omnirng extending from the omnirng station to points 25 miles north and south."

(4) (Cedar Rapids, Iowa) is amended by adding the following portion to present control area extension: "and within 5 miles either side of a line bearing 90° true from the airport to a point 25 miles east."

(5) (Spokane, Wash.) is amended to read: "Within 5 miles either side of the north course of the Spokane radio range extending from the radio range station to a point 25 miles north, within 5 miles either side of the 22° and 322° true radials of the Spokane omnirng extending from the omnirng station to points 25 miles NE and NW, and that airspace south of Spokane bounded on the north by VOR civil airway No. 2, on the SW by a line 5 miles SW of and parallel to a 297° true bearing from the Pine City, Wash. fan marker, and on the SE by a line 5 miles SE of and parallel to a 64° true bearing from the Pine City, Wash., fan marker."

(6) (Ottumwa, Iowa) is revoked.

(7) (Willmar, Minn.) is revoked.

(8) (Mobile, Ala.) is amended to read: "Within a 25 mile radius of Brookley AFB, Mobile, Ala., excluding the portion which overlaps Caution Area C-146, and within 5 miles either side of the 292° true radial of the Mobile omnirng extending from the omnirng station to a point 25 miles NW."

(9) (Douglas, Ariz.) is amended to read: "Within 5 miles either side of the 131° and 311° true radials of the Douglas omnirng extending from the U. S.-Mexican Border to a point 15 miles NW of the omnirng station."

(10) (Silver Lake, Calif.) is revoked.

(11) (Carlsbad, N. Mex.) is amended to read: "Within 5 miles either side of the 165° true radial of the Carlsbad omnirng extending from the omnirng station to VOR civil airway No. 16N."

(12) (Rodeo, N. Mex.) is revoked.

(13) (Grandview, Mo.) is added to read: "That airspace bounded on NW by Green civil airway No. 4, on the east by VOR civil airway No. 13, on the south by lat. 38-30-00, and on the west by the Olathe NAS Caution Area No. 198 and the Olathe NAS control zone."

(14) (Rochester, Minn.) is amended to read: "Within a 15 mile radius of Rochester VOR including the airspace bounded on the north by a line 5 miles north of and parallel to the west course of the Rochester radio range, bounded on the SE by VOR airway #67 and on the W by VOR airway #13."

(15) (Watertown, S. Dak.) is amended to read: "That airspace within a 15 mile radius of the Watertown omnirng station and within 5 miles either side of the 6° true radial of the omni-

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rng extending from the omnirng station to a point 25 miles north of the omnirng station."

(16) (Danville, Ill.) is amended to read: "That airspace bounded on the NW by Red civil airway No. 17, on the east and SE by VOR civil airway No. 7W, and on the SW by Blue civil airway No. 34."

CONTROL ZONES: (1) Three mile radius zones is amended by deleting the following airport: "Rodeo, N. Mex., CAA intermediate field."

(2) Five mile radius zones are amended by adding the following airport: "Mobile, Ala., Brookley AFB."

(3) Burlington, Iowa is amended to read: "Within a 5 mile radius of Burlington Mun. Arpt and within 2 miles either side of the 292° and 112° true radials of the Burlington omnirng extending from the arpt control zone to a point 10 miles east of the omnirng station."

(4) Kirksville, Mo. is amended to read: "Within a 3 mile radius of Kirksville Arpt and within 2 miles either side of the 316° and 136° true radials of the Kirksville omnirng extending from the arpt control zone to a point 10 miles NW of the omnirng station."

(5) Mason City, Iowa is amended to read: "Within a 5 mile radius of Mason City Mun. Arpt and within 2 miles either side of the 2° and 182° true radials of the Mason City omnirng extending from the arpt control zone to a point 10 miles south of the omnirng station."

(6) St. Joseph, Mo. is amended to read: "Within a 5 mile radius of Rosecrans Field, within 2 miles either side of the St. Joseph ILS lclzr course extending from the lclzr to a point 10 miles beyond the outer marker, and within 2 miles either side of the 355° and 175° true radials of the St. Joseph omnirng extending from the arpt control zone to a point 10 miles NW of the omnirng station."

(7) St. Louis, Mo. is amended to read: "Within a 5 mile radius of Lambert-St. Louis Mun. Arpt, within 2 miles either side of the east course of the St. Louis radio range extending from the radio range station to a point 10 miles east, within 2 miles either side of the front course of the St. Louis ILS lclzr extending from the lclzr to a point 5 miles east of the outer compass lctr and within 2 miles either side of the back course of the ILS lclzr extending from the lclzr to a point 10 miles SW of the Lake non-directional radio beacon, and within 2 miles either side of the 323° and 143° true radials of the St. Louis omnirng extending from the arpt to a point 10 miles NW of the omnirng station."

(8) Watertown, S. Dak. is amended to read: "Within a 5 mile radius of Watertown Arpt and within 2 miles either side of the 6° true radial of the Watertown omnirng extending from the arpt control zone to a point 10 miles north of the omnirng station."

(9) Coeur D'Alene, Idaho is revoked.

(10) Dodge City, Kansas is amended to read: "Within a 5 mile radius of Dodge City Mun. Arpt and within 2 miles either side of the 161° and 341° true radials of the Dodge City omnirng extending from the arpt control zone to a point 10 miles north of the omnirng station."

(11) Evansville, Ind. is amended by deleting the portion which reads: "extending 2 miles either side of the north course of the Evansville radio range to a point 10 miles north of the radio range station."

(12) Fargo, N. Dak. is amended to read: "Within a 5 mile radius of the Fargo Hector Arpt, within 2 miles either side of the east course of the Fargo radio range extending to the Glyndon fan marker, within 2 miles either side of the west course of the radio range extending to a point 10 miles west of the West Fargo fan marker, and within 2 miles either side of the 181° and 01° true radials of the Fargo omnirng extending from the arpt control zone to a point 10 miles south of the omnirng station."

(13) Lafayette, Ind. is amended to read: "Within a 5 mile radius of Purdue University Arpt and within 2 miles either side of the 129° true radial of the Lafayette omnirng extending from the omnirng station to a point 10 miles SE."

(14) Mobile, Ala. is amended to read: "Within a 5 mile radius of Bates Field, Mobile, Ala., and within 2 miles either side of the 112° and 292° true radials of the Mobile omnirng extending from the arpt control zone to a point 10 miles NW of the omnirng station."

(15) Mobile, Ala. is revoked. (Brookley AFB now 5 mile radius zone.)

(16) Grandview, Mo. is added to read: "Within a 5 mile radius of Grandview AFB and within 2 miles either side of a line bearing 188° true from the Air Force Base extending to a point 10 miles south of the Cleveland, Mo., non-directional radio beacon." (Note: Cleveland "H" located at lat. 38-41-20, long. 94-35-00.)

(17) Cedar Rapids, Iowa is amended by adding the following portion to present control zone: "and within 2 miles either side of a line bearing 90° true extending from the airport to a point 10 miles east."

(18) Ottumwa, Iowa is amended to read: "Within a 5 mile radius of Ottumwa Mun Arpt and within 2 miles either side of the 311° and 131° true radials of the Ottumwa omnirng extending from the arpt control zone to a point 10 miles SE of the omnirng station."

(19) Carlsbad, N. Mex. is amended to read: "Within a 5 mile radius of Carlsbad Arpt and within 2 miles either side of the 345° and 165° true radials of the Carlsbad omnirng extending from the arpt control zone to a point 3 miles SE of the omnirng station."

(20) Douglas, Ariz. is amended to read: "Within a 5 mile radius of the Douglas-Bisbee Intn'l Arpt and within 2 miles either side of the 311° true radial of the Douglas omnirng extending from the omnirng station to a point 10 miles NW."

REPORTING POINTS: (1) Green civil airway No. 2 (San Francisco, Calif. to New York, N. Y.), is amended by deleting the following reporting point: "the Sidney, Nebr., non-directional radio beacon;"

(2) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended by deleting the following reporting points: "Lebo, Kansas, non-directional radio beacon;" and by adding the following reporting before Columbus, Ohio, radio range station: "the intersection of the west course of the Columbus, Ohio, radio range and a line bearing 327° true from the Tipp City, Ohio, non-directional radio beacon;" (Troy Intersection)

(3) Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.) is amended by deleting the following reporting point: "Rodeo, N. Mex., radio range station;"

(4) Green civil airway No. 6 (Laredo, Texas to Norfolk, Va.) is amended by deleting the following reporting points: "Mobile, Ala., radio range station; the intersection of the NE course of the Mobile, Ala., radio range and the NW course of the Pensacola, Fla., radio range;" and by adding the following reporting point in lieu thereof: "Bay Minette, Ala., non-directional radio beacon;"

(5) Amber civil airway No. 4 (Brownsville, Texas to Minot, N. Dak.) is amended by deleting the following reporting point: "St. Joseph, Mo., radio range station;"

(6) Red civil airway No. 11 (Enid, Okla., to Boston, Mass.) is amended by deleting the following reporting points: "the intersection of the NE course of the Scott Field, Belleville, Ill., radio range and the NW course of the Evansville, Ind., radio range; Evansville, Ind., radio range station;"

(7) Red civil airway No. 12 is amended by changing caption to read: "(Bradford, Ill. to Williamsport, Pa.)" and by deleting the following reporting points: "Kirksville, Mo., radio range station; Burlington, Iowa, radio range station;"

(8) Red civil airway No. 31 (Cheyenne, Wyo., to LaCrosse, Wis.) is amended by deleting the following reporting points: "Watertown, S. Dak., radio range station; Willmar, Minn. radio range station."

(9) Red civil airway No. 91 (Salt Flat, Texas to Hobbs, N. Mex.) is revoked.

(10) Blue civil airway No. 3 (Tallahassee, Fla. to Sault Ste. Marie, Mich.) is amended by deleting the following reporting point: "The intersection of the NW course of the Nashville, Tenn., radio range and the west course of the Bowling Green, Ky., radio range;"

(11) Blue civil airway No. 58 (Sioux Falls, S. Dak., to Watertown, S. Dak.) is revoked.

(12) Blue civil airway No. 69 is amended to read and caption changed: "(St. Louis, Mo., to Quincy, Ill.)". "Quincy Ill., non-directional radio beacon."

(13) Blue civil airway No. 79 (Burlington, Iowa to Iowa City, Iowa) is revoked.

(14) Blue civil airway No. 82 (Lebo, Kans. to Topeka, Kans.) is revoked.

(15) Other reporting points are amended by changing the names of intersections as follows: "From Abeam Annette Intersection to Domestic Annette Intersection; from Abeam Sitka Intersection to Domestic Sitka Intersection; from Abeam Gustavus Intersection to Domestic Gustavus Intersection; from Abeam Yakutat Intersection to Domestic Yakutat Intersection; from Abeam Yakataga Intersection to Domestic Yakataga Intersection."

VOR CONTROL AREAS: (1) VOR civil airway No. 74 (Anthony, Kans to Little Rock, Ark.) is amended to read: "All of VOR civil airway No. 74 including south alternates."

(2) VOR civil airway No. 140 (Nashville, Tenn. to New York, N. Y.) is amended to read: "All of VOR civil airway No. 140."

(3) VOR civil airway No. 148 (Thurman, Colo. to North Platte, Nebr.) is amended to read: "All of VOR civil airway No. 148."

(4) VOR civil airway No. 154 (Meridian, Miss. to Montgomery, Ala.) is added to read: "All of VOR civil airway No. 154."

(5) VOR civil airway No. 160 is added to read: "Unassigned."

(6) VOR civil airway No. 161 (Rochester, Minn. to Minneapolis, Minn.) is added to read: "All of VOR civil airway No. 161."

DOMESTIC VOR REPORTING POINTS: Domestic VOR Reporting Points are amended by adding the following reporting points: "Battle Mountain, Nev., omnirng station; Bellingham, Wash., omnirng station; Butte, Mont., omnirng station; Cut Bank, Mont., omnirng station; Denver, Colo., omnirng station; Dillon, Mont., omnirng station; Morman Mesa, Nev., omnirng station; Portland, Oregon, omnirng station; Prescott, Ariz., omnirng station; Redmond, Oreg., omnirng station; Seattle, Wash., omnirng station; Winslow, Ariz., omnirng station."

"Troy Intersection - the intersection of the Dayton, Ohio, omnirng 020° true radial and the Columbus, Ohio, radio range west course."

✓ DANGER AREA AMENDMENT: The following Danger Area Amendment shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 78 to PART 608 - DANGER AREAS

(June 11, 1954)

(1) In Section 608.27, the De Blois, Maine, area (D-397), published on December 6, 1951, in 16 F. R. 12307, is amended by changing the "Time of Designation" column to read: "VFR weather conditions only."

(2) In Section 608.15, the Eads, Colorado, area (D-392), published on November 15, 1951, in 16 F. R. 11568, is rescinded.

(3) In Section 608.15, the Kendrick, Colorado, area (D-393), published on November 15, 1951, in 16 F. R. 11568, is rescinded.

(4) In Section 608.15, the Karval, Colorado, area (D-394), published on November 15, 1951, in 16 F. R. 11568, is rescinded.

(5) In Section 608.15, the Galatea, Colorado, area (D-395), published on November 15, 1951, in 16 F. R. 11568, is rescinded.

(6) In Section 608.14, the Hunter Liggett, California, area (D-285), published on January 19, 1951, in 16 F. R. 496, and amended on June 11, 1953, in 18 F. R. 3324, is further amended by changing the "Designated Altitudes" column to read: "Surface to 40,000 feet MSL."

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Denver	Detroit Local	WAC 218
Lewiston	WAC 64	WAC 219
Milwaukee	WAC 138	DF 2
Trinidad	WAC 192	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Bellingham	5-10-54	Mt. Shasta	5-4-54	Los Angeles	
Boise	4-29-54	Pocatello	4-29-54	Local	4-30-54
Butte	5-4-54	Portland	5-10-54	San Diego Local	4-30-54
Glacier Park	5-7-54	Salt Lake City	4-29-54	WAC 136	5-4-54
Klamath Falls	4-30-54	Seattle	5-4-54	WAC 364	5-4-54
Kootenai	5-7-54	Spokane	5-7-54	WAC 407	4-30-54

Instrument Flight Charts

released since April 26, 1954

AL 48 RNG	Billings Airport	AL 1234 ILS	Fairbanks International Arpt
AL 50 RNG	Birmingham Airport	AL 27 ADF-1	Bush Field
AL 78 RNG	Douglas Field	AL 78 ADF	Douglas Field
AL 79 RNG	Lovell Field	AL 79 ADF	Lovell Field
AL 81 RNG	Chicago Midway	AL 106 ADF	Love Field
AL 93 RNG	Lockbourne AFB	AL 107 ADF-1	Dayton Airport
AL 105 RNG	NAS Dallas	AL 107 ADF-2	Dayton Airport
AL 106 RNG	Love Field	AL 198 ADF	Houston Airport
AL 154 RNG	Page Field	AL 224 ADF	Capital City Airport
AL 198 RNG-1	Houston Airport	AL 347 ADF	Byrd Field
AL 198 RNG-2	Houston Airport	AL 458 ADF	New Castle County
AL 219 RNG	La Crosse Airport	AL 648 ADF	Tri-City Airport
AL 318 RNG	Pensacola Airport	AL 860 ADF	Mansfield Airport
AL 411 RNG	Hancock Airport	AL 1234 ADF	Fairbanks International
AL 453 RNG	McConnell AFB	AL 50 VOR	Birmingham Airport
AL 540 RNG	Joplin Airport	AL 79 VOR	Lovell Field
AL 604 RNG	Springfield Airport	AL 97 VOR	Cliff Maus Airport
AL 605 RNG	Bowling Green Arpt	AL 106 VOR	Love Field
AL 635 RNG	Port O'Minot Airport	AL 107 VOR	Dayton Airport
AL 918 RNG	NAS Kingsville Field	AL 139 VOR	Port Erie Airport
AL 955 RNG	Oneida County Airport	AL 365 VOR	Salt Lake City
AL 1234 RNG	Fairbanks Intn'l Airport	AL 432 VOR	Tulsa Airport
AL 78 ILS	Douglas Field	AL 603 VOR	Ponca City Airport
AL 198 ILS-1	Houston Airport	AL 807 VOR	Gregg County Airport
AL 237 ILS-1	Los Angeles International	AL 911 VOR	Plattsburg Airport
AL 262 ILS	General Mitchell Field	OP 117	Des Moines Municipal
AL 347 ILS	Byrd Field	OP 249	Martinsburg Municipal
AL 614 ILS	Niagara Falls Airport	OP 460	Bradley Field
AL 866 ILS-1	Greater Fort Worth Airport		

RF 16, 21, 24, 24B, 34, 49A, 59
RF-VOR 16, 21, 24B, 49A, 59
RF-Terminal Area Charts - Cleveland, Kansas City, Seattle
RF-VOR Cleveland Terminal Area
Non-Standard Holding Patterns (RF 1 - 33)
Non-Standard Holding Patterns (RF 34 - 59)

NEW CHARTS

AL 89 ILS	Columbia, S. C.	Columbia Airport
AL 198 ILS-2	Houston, Texas	Houston Airport
AL 316 ILS	Pendleton, Oregon	Pendleton Airport
AL 360 ILS-2	St. Louis, Mo.	Lambert-St. Louis Airport
AL 396 ILS-1	Sioux Falls, S. Dak.	Sioux Falls Airport
AL 396 ILS-2	Sioux Falls, S. Dak.	Sioux Falls Airport
AL 638 ILS-2	Akron, Ohio	Akron-Canton Airport
AL 852 ILS	Charleston, W. Va.	Kanawha County Airport
AL 165 ADF	Grandview, Mo.	Grandview Airport
AL 316 ADF	Pendleton, Oregon	Pendleton Airport
AL 360 ADF-2	St. Louis, Mo.	Lambert-St. Louis Airport
AL 525 ADF	Hutchinson, Kansas	NAS Hutchinson
AL 26 VOR	Atlanta, Georgia	Atlanta Airport
OP 175	Great Bend, Kansas	Great Bend Municipal Airport
OP 926	Bradford, Penn.	Bradford-McKean County Airport
OP 981	Pittsburg, Kans.	Atkinson Municipal Airport
JN 44	United States - Southwest	

DISCONTINUED CHARTS

Flight Charts 11, 173, 185, 186, 222, 224 and 234 have been cancelled and will no longer be published. NOTE: The flight charts produced by the Coast and Geodetic Sruvey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 6 RNG-1	Akron, Ohio (Realigned - Tel. 4-24-54)	Akron Airport
AL 6 RNG-2	Akron, Ohio (Procedure cancelled - CAA 4-20-54)	Akron Airport
AL 87 RNG	Colorado Springs, Colorado (RNG - Decommissioned - Te. 5-2-54)	Peterson Field
AL 10 VOR-1	Albany, New York	Albany Airport
AL 10 VOR-2	Albany, New York (AL 10 VOR-1 & AL 10 VOR-2 - replaced by AL 10 VOR)	Albany Airport
AL 164 VOR	Galveston, Texas (VOR-RNG shut down for relocation Tel. 4-24-54)	Galveston Airport
AL 254 VOR	Meridian, Miss. (Procedure cancelled - CAA 4-21-54)	Key Field

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AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.

** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ • New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

(5-18-54)

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of course bends and roughness. Min reception alt at 50 mi as follows: 300° clockwise to 070°, 4000'; 070° clockwise to 100°, 3500'; 100° clockwise to 180°, 3000'; 180°clockwise to 220°, 2000'; 220° clockwise to 300°, 2500' MSL.

BAY MINETTE-RADIO: About May 31, MHW fac will be shut down until approx June 7 - class change to HW and freq change to 248 kc.

BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035-075° clockwise thru 175-195° clockwise thru 265° useable. Arpt apch course useable within 15 mi; other course not useable due to roughness and bends. (4-23)

BIRMINGHAM-ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Birmingham Municipal Arpt. These procedures are described generally on page 63 Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo contact with apch control. (3-19) FLD: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. (2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Effect. Mar 29, courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°;255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

**HUNTSVILLE ARPT: 160' lgtd twr erected 25 mi E (85°T) at lat 34-43-36; long. 86-09-19. (4-30) 382.5' (973'MSL) lgtd twr erected 9 mi SW (236°T) at lat 34-36-44; long. 86-59-08. (5-7) NE/SW Rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only. About June 8, LF rng will be perm decmsnd. (4-30)

**MONTGOMERY-DANNELLY ARPT: 823' (1483' MSL) lgtd twr erected 20 mi S (170°T) at lat 32-01-15; long. 86-20-56. (5-1) Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const.(3-16)

MONTGOMERY-MAXWELL AFB-RADIO: USAF LF flgt-checked satisfactory. (5-13)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)

DOUGLAS-RADIO: Effect. June 8, LF rng, voice feature and Z mrkr will be perm decmsnd. Concurrently, J fac will be established, transmitting on freq 379 kc. (5-6)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs-due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR arwy radials flgt-checked at minimum instrument alt. Slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PAYSON-RADIO: About July 6, MH fac will be perm discontd. (5-12)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)

PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.

**SHOW LOW ARPT: Unattended. (5-7)

TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28) About June 10, LF rng will be shut down for indefinite period - relctn. (5-11)

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) UHF/DF inop 0800-0900 each Wed. (2-3)

WINSLOW-RADIO: About July 6, MHW fac will be perm discontd. (5-13)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3) Men and hvy equip. working at apch end Rnwys 3 and 35, during daylgt hrs - extreme caution. (1-26)

ARIZONA: Apch lgt system (low intensity) and boundary lgts have been removed from Rnwy 35 and replaced with flare pots or flashing red lgts. (5-17)

ARKANSAS: **BENTONVILLE ARPT: Fld lgts inop. (5-12)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (3-22)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)

WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120-150° have severe bends and course roughness. (4-14) About June 8, LF rng will be decmsnd. (4-17)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy.

AUBURN ARPT: May 1 to Sept 1, equip on fld. (5-18)

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CORNING ARPT: Strip unsafe - mud. (2-3)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6)

**FRESNO AIR TERMINAL: Effect. May 4, right tfc patterns for rnwys 29 and 25. (4-3)

GASQUET ARPT: N side of strip clsd-const.

KING CITY ARPT: Rnwy lgts inoperative. (5-10)

LONG BEACH-RADIO: Soon, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW. (4-30)

LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)

LOS ANGELES INTERNATIONAL ARPT: Captive balloon will be flown intermittently from ground level to 1500', 4500' from apch end Rnwy 11. FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.

MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng.

NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.

OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR weather exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urged so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR weather should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surface to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) March 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses, lgt moving aft to forward, 30 cycles/minute. Evaluation tests until approx July 31 in Pacific Ocean Area and continental U.S. (4-21)

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)

PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. (6-6)

PASADENA-ROSEMEAD ARPT: Paving const will be in progress NW of rnwy commencing May 24th and continuing during daylgt hrs approx one month. (5-18)

PORTERVILLE ARPT: Electric Ear controlling lgts, inop.

**RIDGECREST-DAVIS ARPT: Lngst rnwy & facs: 26-L4-S5.Chg rem to: P-line ENE.(4-7)

**RIVERSIDE ARPT: Formerly carried as Arlington Airport. (4-23)

SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)

CALIFORNIA:
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac reliable up to 15 mi. (6-11)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt. About July 6, LF rng will be perm discontd. (5-13)
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5" rise in 75' to peak then pavement surface sloping 5" in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution-southeastern half of Rnwy 3-21 torn up for renovation.
SILVER LAKE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (5-5)
STOCKTON ARPT: All rnwys and taxiways open except Rnwy 11-29, avail. with caution daylgt hrs. Rnwy 16-34 lgtd ngts. (3-26)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF call changed to Homer; steers unreliable 235° - 325° and 360° - 045° clockwise below 15,000'. UHF/DF steers unreliable 230° - 060° clockwise below 12,000'. (3-2)

COLORADO: COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex., LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution. (3-5)
FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng.
GRANBY ARPT: Closed. (9-23)
**GREELEY: Caution Area - C-193 is rescinded effective May 21, 1954. (5-11)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
PUEBLO #2 ARPT: Equip. on fld - days. Lndg acft ctc Pueblo #1 Arpt. Ruf. (12-29)
RATTLESNAKE BUTTE BCN SITE 50, ELP-PUB: Effect. June 8, bcn site will be discontd.
**SIMLA: Effective May 21, Caution Area #455 established in following area: Beginning at lat 39-22-00, long. 103-53-00; thence to lat 38-55-00, long. 103-53-00; thence to lat 38-55-00, long. 104-12-00; thence to lat 39-22-00, long. 104-12-00; thence to point of beginning. Altitude: From 10,000 to 30,000' MSL. Time of Use: 0700-1900, daily Activities: Acrobatics, camera gunnery VP-VF fighter affiliation tactics. Controlling Agency: NAS - Denver, Colorado. (5-11)

CONNECTICUT: BETHANY ARPT: E side fld soft-flagged. Pilots using fld do so at their own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: About June 1, ILS will be shut down until approx June 5 0 freq changes: Lclzr 109.7 to 110.3 mc; glide slope 333.2 to 335.0 mc. (4-29) FLD: Rnwy 9-27 clsd - const daily between 0800-1700E xcpt when surface winds exceed 15 mph. Ctc twr for current status. (2-16)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi (7-24)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)
**DE LAND ARPT: 237' (335' MSL) lgtd twr erected 5 mi NW (323° T) at lat 29-07-12, long. 81-19-07. (5-7)
**FORT LAUDERDALE-BROWARD COUNTY INTERNATIONAL ARPT: 1000' MSL lgtd twr erected 6 mi SSW (200° T) at lat 25-59-08, long. 80-11-34. (4-30)
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs. (6-26)
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)
JACKSONVILLE-IMESON ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect control and separation of arriving tfc destined for Jacksonville Municipal (Imeson) Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch control. (3-20)
★JACKSONVILLE NAS-RADIO: Navy UHF/DF, 225 to 400 mcs, now avail. cont on req to twr.
KEY WEST-MEACHAM FLD: Caution advised due 600' extension to apch end Rnwy 8 in progress. (4-5)
MIAMI: Flights thru D-169 prohibited below 25,000' - days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346° Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
★MILTON-WHITING FLD NAS-RADIO: Navy UHF/DF now avail. cont on req to twr. (5-10)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
**PALATKA-LARKIN ARPT: 225' (297' MSL) lgtd twr erected 16 mi SE (154° T) at lat 29-26-22, long. 81-32-25. (5-7)
★PANAMA CITY-TYNDALL AFB-RADIO: USAF UHF/DF cmsnd. Freqs: 243.0, 305.4 mc. Call: Homer (5-6)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution - N/S and NE/SW Rnwys - const E side of fld. (11-23)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)
TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked.
★TAMPA RADAR APPROACH CONTROL CENTER-RADIO: May 17, trans & rcvr 379.4 mc discontd; 270.6 mc implemented. These data rcvd too late for inclusion Radar page.
**VENICE-STATE ARPT: ABANDONED. (4-30)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution. (5-18-54)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY-TURNER AFB-RADIO: USAF UHF/DG in opern on req to twr VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)
ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness. Caution.
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR operg as full time nav fac. Courses 345° clockwise to 005° from stn rough and unusable. (7-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)
**ROSSVILLE ARPT: 80' lgtd twr erected 12.5 mi SW (247°T) at lat 34-54-11; long. 85-30-87. 180' lgtd twr erected 29 mi SW (247°T) at lat 34-48-38; long. 85-47-02 (4-30)
SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction Men and equipment on field. (3-15)
★SAVANNAH-EADIO: VOR bldg completed, relctd at lat 32-09-40, long. 81-06-42. Bear. & dist to E end Rnwy 27 - 244°, 5.1 mi. (5-10)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/D F unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)
**CALDWELL GULCH BCN SITE 29A,SEA-HLN: May 14, bcn site discontinued. (5-15)
CAYUSE CREED USFS ARPT: Closed-const. (8-12)
COEUR D'ALENE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm decmsnd. (5-6)
JEROME-COUNTY ARPT: Closed.
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
**PAULINE BCN SITE 12 SLC-GTF: May 11 bcn site discontd. (5-12)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24)
**POCATELLO BCN SITE 14 SLC-GTF: May 11 bcn site discontd. (5-12)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Rnwy 12-30 clsd-open trenches across end rnwy. (5-12)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF flgt-checked satisfactory. (5-14)
BRADFORD-RADIO: Effect. June 8, H fac will be permanently discontd. (4-16)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285°thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL.
CHICAGO-MEIGS FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph,fld clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, fld clsd to all acft. Equip. E side of rnwy.(6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portions of all outer ramps. All pilots use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
**JACKSONVILLE ARPT: Abandoned April 1. (4-19)
LACON-MARSHALL COUNTY ARPT: Closed to trans. acft-construction. (4-22)
**MT. CARMEL-BECKERMAN FLD: NW/SE strip abandoned. (4-15)
ILLINOIS: SPRINGFIELD-CAPITAL ARPT: June 9 thru June 30, no military maintenance or serv fac by Air National Guard avail. (4-27)
INDIANA: **BLOOMINGTON-VETERANS ARPT: Abandoned. (3-24)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. Also Princeton fan mrkr on N course LF rng will be discontd. (4-16)
FORT WAYNE-BAER FLD: 40' lgtd equip SW corner of fld. Extreme caution using Rnwys 4-22, 9-27. Rnwy 4-22 clsd to acft without functioning 2-way rdo contact with twr. Rnwy 22 clsd for take-offs without special permission from twr. (8-3)
GARY ARPT: 6600' North, elec generating stn bldg under const at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748'MSL) lgtd smoke stack. (5-6)
GOSHEN-RADIO: DME 2000' MSL coverage 50 mi 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.
INDIANAPOLIS: Effect May 15 thru May 31st, acft operg in vicinity Indianapolis Motor Speedway track shall not be flown at an alt below 1500' above gnd and shall maintain a dist of at least 2000' from the bndry of speedway. All turns shall be to the left. (4-27)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4) Effect. June 8, Greenfield FM on E course and Greencastle FM on SW course LF rng will be perm discontd. (4-16)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
**INDIANAPOLIS-SHANK ARPT: 1019' (1854' MSL) lgtd twr erected 5.5 mi N (15°T) at lat 39-53-59, long.86-12-02. (5-6) May 31 from Noon until fld cleared, lmtd weather and flgt plan briefing will be provided by CAA and Weather Bureau personnel in connection with 500 mi speedway classic Pilots requested file flgt plans while on ground to prevent radio congestion. (5-14)
LA FAYETTE-RADIO. Effect June 8, LF rng and Z mrkr will be perm discontd. (4-16)
**LA FAYETTE-ARETZ ARPT: N/S Rnwy permanently discontinued. (5-2)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-36.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
**SCOTTSBURG-AIR HARBOR ARPT: ABANDONED. (5-17)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37. (
BURLINGTON-RADIO: Effect June 8, LF rng and Z mrkr will be perm discontd. (4-16)
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
**GRANT CENTER-MAYNARD ARPT: New Field. Type: L. Lctn: 2 E; RR E. Elev: 1100'. No. of rnwys: 1. Lngst rnwy & facs: 16 Fuel: F1. (5-13)
INDEPENDENCE ARPT: N/S strip closed. (4-9)
**IOWA CITY-INDIAN LOOKOUT ARPT: April 1, closed. (4-2)
MASON CITY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
OTTUMWA-RADIO: Effect June 8, H fac will be perm discontd. (4-16)
SIOUX CITY ARPT-TOWER: May 17, ILS lclzr and glide slope shut down for approx 5 days-modernization. Mrkrs and lctrs will remain in opern. (5-17)

IOWA: SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**WAVERLY-EVANS ARPT: Abandoned. (1-26)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Closed. (3-29)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
** HOISINGTON ARPT: Abandoned. (4-13)
HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)
KANSAS CITY-FAIRFAX ARPT: Use precaution in vcnty of jet acft blast. (4-13)
LEBO-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
**NILES-SKY RANCH AIRPARK: Abandoned. (4-22)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-RADIO: About May 17, VOR will be shut down for approx 3 days - const. (4-23)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)
**ULYSSES ARPT: All strip lgts inop. (4-29) Service - S5, Fuel - F2. (4-29)
WICHITA-RADIO: Effect. June 8, Towanda FM on NE course, Oxford FM on S course and Viola FM on SW course LF rng will be perm discontd. (4-16)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 mc, 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: March 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)
DANVILLE-GOODALL FLD: E end of field under construction. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E. Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**BATON ROUGE-BURDEN ARPT: 201' (210'MSL) lgtd twr erected 12 mi SW (218°T) at lat 30-17-33; long. 91-14-02. (5-6)
**BATON ROUGE-RYAN ARPT: 280' (306' MSL) lgtd twrs erected 25 mi W (275°T) at lat 30-33-20; long. 91-34-18. (5-1) Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23; long. 91-13-37. (12-22) Taxiway between W ramp and center intxns of rnwys clsd. (5-10)
HAMMOND ARPT: Beacon inoperative. (12-29)
**LAFAYETTE ARPT: 218' (239'MSL) lgtd rdo relay twr erected 14 mi NE (45°T) at lat 30-20-37, long. 91-49-40. (5-13)
**LAFAYETTE-GIRARD ARPT: 98' (178" MSL) lgtd rdo relay twr erected 1 mi SE (140°T) at lat 30-13-34; long. 92-01-10. (5-13)
**LAKE CHARLES AFB: 118' (178' MSL) rdo relay twr erected 4 mi W (287°T) at lat 30-13-51, long. 93-12-57. (5-13)
**LAKE CHARLES ARPT: 495' MSL lgtd twr erected 9 mi W. (5-7)
LOUISIANA: **MANSFIELD-DE SOTO PARRISH ARPT: 373' (573' MSL) lgtd twr erected 4 mi SE (142°T) at lat 32-01-15; long. 93-43-50. (5-3)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°. (4-14)
**MORGAN CITY-BROWN & ROOT ARPT: 200' (205'MSL) lgtd twr erected 4 mi NW (310°T) at lat. 29-41-35; long. 91-11-09. (5-1)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
NEW ORLEANS APRT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: About June 1, ASR will be cmsnd.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW. (1-5)
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution. (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)
MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.
BANGOR-RADIO: VOR radials usable dist clockwise 360° - 50°, 20 mi; 50° - 240°, 30 mi; 240° - 260°, 25 mi at min en route instr alt.
BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)
BREWER ARPT: N/S strip open, remainder of fld clsd due to thaw. (4-26)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)
MILLINOCKET ARPT: Rnwy 11-29 closed, mrkd. Strips ruf, use rnwys. (5-13)
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150-240°, 40 mi; 290 - 30° 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Caution - using rnwy 3-21, const. (4-28)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: **ANNAPOLIS-LEE ARPT: NNE/SSW Strip abandoned. (5-17)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: About June 1, ILS lclzr will be shut down until approx June 5 and glide slope until approx June 10 - freq changes: lclzr 110.3 to 109.7 mc; glide slope 335.0 to 333.2 mc. (4-29) FLD: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi inbound headings 015 - 245° clockwise at 4500' MSL; 245-330° clockwise at 3500' MSL; 300-350° clockwise at 2000' MSL; 350-105° clockwise at 3000' MSL. (3-17)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling any State Police Barracks.
BILLERICA-SHAWSHEEN PINES ARPT: Caution-acft with wheel pants-broken spots in macadam of E/W Rnwy. E/W Rnwy half gravel and half macadam.
BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) DME 2000' MSL coverage 50 mi from 340° thru N to 20°. 1700' MSL coverage 50 mi from 20° to 250°. 3000' MSL coverage 50 mi from 250° to 340°. (6-24)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)
BOSTON-LOGAN ARPT-TOWER: Soon, apch ctl will utilize radar to effect ctl and separation of IFR tfc arriving arpt. (4-9) About June 7, ILS lclzr will be shut down for approx 3 days - modernization. (5-7) FLD: 243' lgtd rdo relay twr erected 14 mi W (275°T) at lat 42-22-44; long. 71-16-08. (5-11) Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage (5-18-54)

MASSACHUSETTS: facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7'' deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility, twr unable to ctl tfc on apron between radar twr and National Guard Hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-REVERE SEAPLANE BASE: Closed-const.

**DALTON ARPT: Abandoned. (3-26)

GARDNER-RADIO: DME 5500' MSL coverage 50 mi from 270° thru N to 20°. 4000' MSL coverage 50 mi from 20° to 90°. 3000' MSL coverage 50 mi from 90° to 200°. 3500' MSL coverage 50 mi from 200° to 270°.

GARDNER ARPT: Use easterly side of NNW/SSE Strip for taxiing.

NANTUCKET-RADIO: About May 20, VAR on 109.1 mc will be perm decmsnd. (4-14) DME shut down. (4-9)

NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12)

**N. ATTEBORO-WILKINS ARPT: 193' lgtd rdo relay twr erected 4 mi N (10°T) at lat 42-03-40; long. 71-17-18. (5-11)

ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing May 23, June 20, July 18, August 22, September 19, October 24 - marker will be displayed. (5-4)

**SEEKONK-PROVIDENCE ARPT: Abandoned. (3-54)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (4-5)

BATTLE CREEK-KELLOGG FLD: Equip. on fld-days.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

**DETROIT-HANCE ARPT: Abandoned. (3-27)

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)

DETROIT-WAYNE MAJOR ARPT: Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (12-7)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl ftc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise. (4-23)

**JACKSON-REYNOLDS ARPT: Rnwy 9-27 unservicable acft heavier 12,000 lbs. (5-4)

★LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc servicable approx 6 to 8 mi - interference. ILSLMM lctd to usable dist of 10 mi due to interference. ILS glide slope angle is 2.7°. Elev of glide slope at MM 1040' MSL; at OM 1959' MSL. (5-7) FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 1000'-trees along bndry.

OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31)

SALEM-RADIO: About May 28, VAR will be shut down - conversion to VOR. (5-13)

**SAULT STE MARIE ARPT: 185' twr erected 1 mi NE (23°T) at lat 46-29-03; long. 84-21-25. (3-17) 300' (1000' MSL) lgtd guyed steel twr erected 19 mi SW (210°T) at lat 46-14-21; long. 84-34-52. (4-1)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF UHF/DF and VHF/DF avail. on req thru twr. UHF/DF operg trng status only. (2-24)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

DULUTH ARPT: 3' stakes marking all rnwy and taxiway lgts.

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

THIEF RIVER FALLS ARPT: Bcn and NW/SE Rnwy lgtd from dusk-midnight. (4-22)

WILLMAR-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

MISSISSIPPI: CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: VOR flgt-checked, operns normal. Usable on arwys only. (5-9) Freq 3023.5 kcs unreliable. (2-19)

**GULFPORT: Effect. May 20, Danger area D-452 established within following area: Beginning lat 30-13-30, long. 88-01-30; thence S to lat 29-36-10, long. 88-01-30; thence NW to lat 29-43-30, long. 88-54-00; thence N to lat 30-05-30, long. 88-54-00 to point of beginning, excluding that portion more than 3 nautical mi from the Mississippi shore. Using Agency: Air National Guard, Gulfport, Miss. Time of Use: Daylgt hrs daily during June, July and August of each year. Activity: Air to Air gunnery. Altitude: Surface to unlimited. The area described above lies more than 3 miles off shore is estab. as the Gulfport, Miss. Warning Area W-453, effective date: May 20, 1954. (4-20)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

**McCOMB-PIKE COUNTY ARPT: 312' (617' MSL) lgtd twr erected 15 mi SSE (169°T) at lat 31-01-56; long. 90-25-40. (4-30) ENE/WSW Strip clsd.

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down - relctn.

VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears green when glide correct, amber or yellow when glide high and red when glide low.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

JOPLIN-RADIO: Effect. July 6, LF rng and Z mrkr will be perm discontd. (4-16).

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16) About June 1, VOR will be shut down for approx 3 days - construction. (4-23) Effect. June 8, De Soto FM on SW course LF rng will be perm discontd. (4-16)

KANSAS CITY ARPT-TOWER: About June 7, ASR will be shut down until approx July 7 - modification. (5-5) FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KIRKSVILLE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within 2 30 mi radius of field, Mon-Fri. (3-19)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (2-25)

**NEW FLORENCE-BOONES ARPT: Abandoned, Apr. 20. (5-3)

ST. JOSEPH-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

ST. LOUIS-RADIO: Effect. June 8, the Jerseyville, Ill. fan mrkr on N course and the Spanish Lake, Mo. fan mrkr on E course LF rng will be perm discontd. (4-16)

**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected March 29, 1954, 9.5 mi SE (150°T) at lat 38-37-41; long. 90-16-09. (4-27) FLD: Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00; long. 90-23-00. (4-29)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

ST. LOUIS-SMARTT ARPT: Auto races Sundays.

**WARRENSBURG-SKY HAVEN ARPT: ENE/WSW Strip perm clsd-25' lgtd poles. (4-30)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: ** BEAVERHEAD ROCK BCN SITE 33, SLC-GTF: May 11 bcn site discontd (5-11)

**BOYD MOUNTAIN BCN SITE 34, SEA-HLN: May 11 bcn site discontd.

MONTANA: BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL.
BOZEMAN ARPT: Abandoned. (4-18)
CUT BANK- RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**GOLD CREEK BCN SITE 46 SEA-HLN: May 11 bcn site discontd.
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013° - 260° below 10,000; 259° - 012° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
**HELENA ARPT: Rnwy 11-29 restricted to 70,000 lbs gross wt.; 5-23, 7-25 - 3500 lbs. (5-5)
**KOLIN BCN SITE 51 CYS-GTF: May 11 bcn site discontd. (5-11)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
**LIMA BCN SITE 27 SLC-GTF: May 11 bcn site discontd. (5-12)
LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
MULLAN PASS-RADIO: LF rng operg as BHZ fac for indefinite period. (3-26)
**RED ROCK BCN SITE 29 SLC-GTF: May 11 bcn site discontd. (5-12)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lndgs, open days to lndgs for lgt acft.
**CHADRON-O & N ARPT: Delete UNICOM from Directory of Airports. (4-6)
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°. Effect. May 25, VOR and DME will be perm discontd. (4-22)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S. Effect. June 8, Glenwood, Iowa FM on S course LF rng will be perm discontd. (4-16)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 12,000' MSL. 40 mi N to E; 30 mi E to 125°; 20 mi 125 to 170°; 40 mi 170 thru S to 240°; 20 mi 240 thru W to 300°; 50 mi 300° thru N. (5-7)
ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.
★LAS VEGAS-RADIO: Correct VOR lat 36-05-02, long. 115-09-14. (5-5)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL. DME 12,000' SML coverage 35 mi 5°-30°; 12,000' 40 mi 30-60°; 12,000' 30 mi 60 thru E to 160°; 10,000' 50 mi 160-thru S to 240°; 12,000' 40 mi 240° thru W and N to 5°.
RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45°-85° at 11,000' MSL. DME coverage 10,000 50 mi 45 to 75°; 12,000' 30 mi 75° thru E to 110°; 13,000' 50 mi 110° to 180°; 13,000' 30 mi 180°-200°; 13,000' 20 mi 200°-240°; 11,000' 40 mi 240° thru W to 280°; 11,000' 50 mi 280°-350°; 12,000 40 mi 350° thru N to 45°. (5-7)
RENO ARPT: Rnwy 3-21 closed-parked acft. (12-18)
SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30) DME 10,000 MSL coverage 50 mi 345° thru N to

NEVADA: 15°; 12,000' 30 mi 15° thru E to 160°; 10,000' 50 mi 160° thru S to 210°; 12,000' 30 mi 210°-250°; 12,000' 40 mi 250° thru W to 345°. (5-6) About May 24, VOR and DME will be shut down until approx May 31- repairs. (5-10)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel Concord 800 - or act in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime. (Tel. Capitol 5-6151 or acft in flgt call Concord Rdo.)
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways.
NASHUA-BOIRE FLD: Safety strips SW side of rnwy unsafe-mrkd. Flags are at or above propeller level-caution. (4-27)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: ★CALDWELL-RADIO: Correct VOR lat 40-50-45, long. 74-23-01. (5-4) DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500' - 30 mi from 060° thru 180° to 270°; 4000'-20 mi from 270°to 330°. VOR usable dist clockwise 200° to 60°, 25 mi; 60° to 200°, 30 mi at min en route instr alt. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
COLTS NECK-RADIO: DME coverage 50 mi at min en route instr alt. (4-29)
**MAYS LANDING-ATLANTIC AIRPARK: PRIVATE-closed to public. (3-30)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week - ends. (4-12)
NEWARK - RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
NEWARK-RADIO: DME coverage 20 mi at min instr alt. (3-4)
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way radio rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of centerline Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgted stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd to take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld. days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod.
NEW MEXICO: ALBUQERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169°-319° below 16,000'. (2-3)
**ALBUQUERQUE-KIRTLAND AFB: Rnwys 8-26 and 11-29 clsd-const. (4-17) Bldgs and p-line poles lctd apch end Rnwy 21. Caution lndg on Rnwy 21. (4-21)
CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16)
GALLUP: March 8 thru Sept 8, demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR had moderate to severe scalloping all courses beyond 40 mi from stn.
OTTO- RADIO: VOR radials usable 30 mi. (12-1)
RODEO-RADIO: About June 8, LF rng and Z mrkr will be perm decommissioned. (4-27)

(5-18-54)

NEW MEXICO: RODEO ARPT SITE 26A,PHX-ELP: June 8 will be abandoned. (5-15)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.
SANTA FE-RADIO: VOR radials restricted to Arwys only.
TURKEY MTN.BCN SITE 37, ELP-PUB: Effect. June 8, bcn site will be discontd.(5-14)
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: ALBANY-RADIO: DME 6000' MSL coverage 50 mi 340° clockwise 70°; 5500' - 50 mi, 70° to 160°; 5000' - 50 mi, 160° to 220°; 4500' - 50 mi 220° to 280°; 3000' - 50 mi 280° to 340°. 3000' MSL - coverage 50 mi on V-91 and B-18 at min instr alt. (4-29)
BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airways Blue 18, so that all manuevering will be done out of a control area. VFR opern only.(3-4)
**BATAVIA ARPT: Glider operns on and in vcnty of arpt. NE/SW Strip perm clsd-mrkd.(5-14)
BINGHAMTON-RADIO: DME coverage 50 mi at min en route alt. (4-29)
BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About June 14, LF rng will be shut down - modification. During this time rng courses will be unreliable and fac will be used for homing only. (5-13)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: VOR usable dist 20 mi at min enroute alt 050° clockwise to 075°; 30 mi 075° to 050°. (4-29)
**KINGSTON-ULSTER ARPT: Effect. May 14, field abandoned. (5-12)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends.
MONTAUK POINT: Anti-acft firing being conducted during day lgt hrs. Mon. thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt, La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT:Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const. in progress daylgt hrs N of main ramp area from Taxiway B to C, - mrkd. Truck tfc from 150th St., along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised.(4-24)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W
** quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq.(4-13) FLD: Clsd to fighter type acft. clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All single eng acft use Taxiway 3 to and from Marine Air Terminal. New type multiple hi-intensity threshold lgt apch end Rnwy 22. (4-27)

NEW YORK: NIAGARA FALLS ARPT-TOWER: ILS lclzr flgt-checked and cmsnd May 15. Freq. 108.1 mc. Glide slope inop. due to freq. change. (5-18) FLD: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
**OSWEGO: Effect May 21, anti-acft artillery firing up to 40,000' will be conducted within the following area: beginning at lat 43-45-00, long. 76-23-00; thence due S to lat 43-34-00, long.76-23-00;SSW to shoreline at lat 43-31-20, long 76-24-00; thence E along shoreline to W bndry of V 29 arwy at lat 43-31-30, long. 76-15-00; thence NNE along W bndry of V 29 arwy to lat 43-45-00, long. 76-13-00; thence W to point of beginning. Using Agency: First Army, Governor's Island. Time of Use: Seven days per week, daylgt hrs only. (5-11)
PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min enroute instr alt.
POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.
RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.
★ROCHESTER-RADIO: Correct VOR lat 43-07-17, long. 77-40-22. (5-5)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri.Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)
**SCOTIA-GAY VALLEY ARPT: Abandoned. (5-12)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR usable dist clockwise 40 mi from 180° to 220° at min en route instr alt. (4-29)
**WATERLOO ARPT: Abandoned. (4-10)
WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 109.7 mc. Lclzr cross pointer action not affected.(3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: VAR shut down - relctn and conversion to VOR.(2-3)
★CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flgt-checked, operns normal. Glide slope angle: 3.0°. Alt over OM 2290' MSL; over MM 950' MSL. (5-7) ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd.Ctn-land on SE 50' of NE/SW Strip.
GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (4-14)
LUMBERTON-RADIO: VOR operg on test-basis. (10-1)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)
TARBORO ARPT: Closed. (3-10)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 and Rnwys 16 and 27 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin-engine Beechcraft. (1-27)
WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)

NORTH DAKOTA: **ASHLEY ARPT: Effect May 26, the town of Ashley will take over CAA fld. Lgts will be operd dusk - 2400 and on call 2400 to dawn. (5-5)

NORTH DAKOTA: BISMARCK-RADIO: Effect. June 8, the Driscoll FM on E course and the Judson FM on W course LF rng will be perm discontd. (4-16)
FARGO-RADIO: Effect. June 8, Wheatland FM on W course LF rng will be perm discontd.
GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300' MSL. (7-31)

OHIO: AKRON-RADIO: LF rng N course displaced 4° W, W course displaced 4°S. (4-26)
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
✱AKRON-CANTON ARPT-TOWER: May 14, ILS glide slope flgt-checked, operns normal. Glide angle: 2.95°. Alt over OM 2410' MSL; MM 1450' MSL. (5-17) FLD: Use rnwys only.
CINCINNATI APRT: Use strip indicated by lnd tee. S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such traffic remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail for mil acft overngt parking.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)
COLUMBUS-RADIO: March 11, DME at VOR site shut down.
**COLUMBUS-DARBY DAN ARPT: Lngst rnwy & facs: h49-*L4. (4-5)
COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)
COLUMBUS-PORT COLUMBUS ARPT-TOWER: Soon, ILS glide slope will be shut down for approx one week - construction. (4-19) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE. ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME 2400' MSL coverage 35 mi from 150° clockwise to 220°; 2200' MSL 50 mi from 220° to 150°. (4-29)
DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area only of concrete for taxiing in line with blacktop on taxistrip. (3-11)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329° - 027°; below 3000' - 259° - 314°; below 2500' - 180° - 229° and 121°-173°. USAF VHF/DF unreliable below 3000' 295° - 305° below 2500' - 306° - 294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
PERRY ARPT: Effective May 15, 1954 field abandoned.
PORT CLINTON-PENINSULAR ARPT: N/S Strip closed - construction. (8-19)
SOLON ARPT: S half of S strip under construction--rough, do not use. (11-6)
TOLEDO ARPT: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.
WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°. VOR usable dist 45 mi at min en route instr alt. (4-29)
**WILLOUGHBY-EUCLID AVENUE ARPT: Abandoned. (3-30)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10° 30 mi coverage 2600' MSL 127° clockwise to 259°.
YOUNGSTOWN ARPT-TOWER: Between May 15 and June 1, VHF/DF will be cmsnd. (5-3) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end. Effect May 2, Rnwy 14-32 clsd. (4-26)

OKLAHOMA: DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. All lndg area lgtg facs inop. (5-28)
ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300 - 1600 Thurs during VFR. (6-23) USAF VHF/DF may be inop 1300-1600 Wed durg VFR. (4-8)
**ENID-WOODRING ARPT: 816' (2081' MSL) lgtd TV twr erected 4 mi E (80°T) at lat 36-23-10; long. 97-42-13. (5-13)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**LAVERNE-SHEPARD ARPT: Abandoned. (4-2)
OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance. DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-14) About June 15, TVOR will be perm decmsnd. (5-17)
OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)
TULSA-RADIO: DME coverage 50 mi 330° thru 360° thru 180° to 230° at 2200' MSL, 40 mi 230° to 250° at 2600' MSL, 50 mi from 250° to 330° at 2600' MSL. (5-15)
TULSA ARPT: Men and equip. extreme S end of Rnwy 35R-17L daylgt hrs. (5-4)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt. radial 140° lmtd to 37 mi usable dist at 9000' MSL. (4-23)
EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.
HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000', N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)
KLAMATH FALLS-RADIO: VOR usable dist lmtd to 40 mi at 10,500' MSL from 40° thru 50° -from 80° thru 110° - from 195° thru 210°. Usable dist 30 mi at 10,500' MSL from 275° thru 305°. (4-23)
LA GRANGE-RADIO: Effect. June 8, MHW fac will be perm discontd. (5-7)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
✱MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. May 14, Trail FM on N course LF rng decmsnd, simultaneously, Evans Creek FM cmsnd at lat 42-36-22, long. 122-57-00. Ident: 4 dashes.
MEDFORD ARPT: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
**NYSSA ARPT: Abandoned. (4-8)
PACIFIC CITY ARPT: Caution-intermittent const. (2-17)
**PLEASANT VALLEY BCN SITE 40A, SLC-PDT: May 11 bcn site discontd.
PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTERNATIONAL ARPT: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
REDMOND-RADIO: VOR usable dist of many radials lmtd in signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use only at min instr alts.

(5-18-54)

OREGON: ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ✱ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29) Correct LF rng lat 40-41-59, long. 75-26-01. Correct VOR lat 40-43-26, long. 75-27-18. (5-4) May 12, INSACS and twr combined fac.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: About May 25, ILS will be cmsnd. Lclzr freq: 110.1 mc with voice. Ident: ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq: 334.1 mc. Lctd 750' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear: 61°. MM lctd 3475' from apch end of rnwy No. 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq: 224 kc. Ident: AB. (4-1) FLD: Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

••BEAVER FALLS-BEAVER COUNTY ARPT: New Field. Lat 40-47-00; long. 80-24-00. Lctn: 4 mi NW. Elev: 1247'. No. of rnwys: 2. Lngst rnwy & facs: h20-S3-U. Fuel: F2. Remarks: 3800' strip avail. Drive-in Theater 1000' W end N/S Strip. (5-1)

BRISTOL-3M ARPT: Ctn-const equip on S apch N/W Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800 1700 N bndry - lat 40-01-00; S lat. 39-59-30; E long. 77-47-00; W long. 77-49-00.

ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

••KEARSARGE-ERIE CITY ARPT: Abandoned. (3-2)

MT. POCONO ARPT: Fld soft and wet - use asphalt rnwy. (3-8)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old Terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) Effect. May 20, twr will discont voice transmission on LF rng freq 263 kc. (4-30) About June 14, ILS will be shut down until approx June 21 - freq change from 108.3/335.0 mc to 108.1/334.4mc FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Avoid a 3 mi radius Municipal Stadium lctd 5 mi NE between hrs 1930 and 2230, June 11 - Rain date June 12 - musical festival. Do not mistake flood lgts for navigation aids. (5-6) Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwys 22, 27, 30 changes appearance of arpt on apch. (5-11)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi. from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)

✱PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: May 17, trans & rcvr 137.88 mc cmsnd. These data rcvd too late for inclusion ANRA page.

✱PITTSBURGH-ALLEGHENY ARPT-TOWER: May 17, trans & rcvr 137.88 mc decmsnd. These data rcvd too late for inclusion on ANRA page.

PITTSBURGH-ALLEGHENY CO. ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc.

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: About May 20, trans & rcfr 137.88 mc will be decmsnd. (4-29) FLD: Effect May 10, hi-intensity lgts on threshhold Rnwy 10 also partial use on Rnwys 10-28 increasing the number of lgts daily until installation complete. (5-7)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' - 20 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°; 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 400' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE rnwys.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R, Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SOUTH CAROLINA: ✱ANDERSON-RADIO: VOR under some conditions may indicate clockwise errors to 4° from 103° thru 121°. Clockwise errors to 5° from 169° thru 215°.(10-10) Lgt to moderate roughness may be noted over mountains NW at min alt. (4-28) Correct VOR lat 34-21-27, long. 83-05-27. (5-5)

BEAUFORT-COUNTY ARPT: Rnwy lgts inoperative. (1-7)

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° fromstn. Lgt to moderate course roughness on all courses. (6-5)

COLUMBIA-RADIO: VOR course 200° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (12-17)

COLUMBIA ARPT-TOWER: ILS glide slope out of service until approx May 24. (5-14) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

••COLUMBIA-OWENS ARPT: 200' (220'MSL) lgtd twr erected 4 mi NW (228°T) at lat 34-01-44; long 81-02-23. (5-8)

FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi. (4-14)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 ob-structed by bldg. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)

SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable. (3-2)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: Rnwys rstd to acft 26,000 lbs or less.(4-12)

EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

••FAULKTON ARPT: 1.7 mi S., Abandoned. (5-7) New fld adj E. One turf strip 2500 x 200' NW/SE. Lgts on req. 80 oct, oil, tie-downs. 30' pOline N side of fld unlgtd, but will be lgtd later. (5-7)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350(below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

SIOUX FALLS-RADIO: About May 24, VOR will be shut down for approx 3 days - const.

SIOUX FALLS ARPT-TOWER: ILS lclzr and glide slope will be shut down from approx 5 days - modernization. Mrkrs and lctrs will remain in opern. (4-15)

WATERTOWN-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S end of rnwy. (11-25)

TENNESSEE: CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)

**CLEVELAND ARPT: 80' lgtd twr erected 11 mi N (357° T) at lat 35-28-21, long. 84-51-29.

CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwy Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16)

JACKSON-RADIO; VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. VOR usable for more than 50 mi min en route alt. Caution - occasional momentary course disturbance in mountainous areas. (5-7)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inoperative. (1-4) FLD: N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at minimum IFR alt - 40 mi.

MEMPHIS ARPT-TOWER: Effect. April 19, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Memphis Municipal Arpt. These procedures are described generally on Page 63, Part I of Flgt Info Manual. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. FLD: Rnwy 9-27 clsd to all acft for westward take-off and landing. Excavation off E end.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°.

NASHVILLE-BERRY FLD: Construction - new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

SMYRNA-SEWART AFB-RADIO: USAF VHF/DF flgt-checked unsatisfactory. (5-10)

TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

**TULLAHOMA-NORTHERN ARPT: 200' lgtd twr erected 23 mi SE (118° T) at lat 35-13-11, long. 85-53-14. (4-30)

TEXAS: AMARILLO-SPEGIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

★BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) Correct VOR lat 32-16-35, long. 101-27-58. (5-4)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd - const. (1-28)

BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-16)

CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.

**CORPUS CHRISTI-CLIFF MAUS ARPT: 325' lgtd twr erected 3 mi NE (52° T) at lat 27-47-15, long. 97-24-08. (4-30)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

DALLAS-LOVE FIELD-TOWER: About May 19, ILS lclzr and glide slope will be shut down until approx August 15. (4-14)

★DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26) USAF UHF/DF cmsnd. Call: Homer. Freq: 243.0 mc. (5-13)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)

★FT. WORTH-RADIO: May 4, Joshua FM ident changed from 2 dots-3 dashes to 2 dots-2 dashed. May 5, Haslet FM ident changed from 2 dots-one dash to 4 dashes; Rockwood FM ident from 3 dashes to 2 dashes. VOR radials 105° clockwise thru 120° moderate to severe scalloping. (1-26)

TEXAS: FT. WORTH-MEACHAM FLD-TOWER: Effect. June 1, twr hrs of opern will be **0600-2200. (5-6) FLD: 440' (950' MSL) lgtd twr erected 11 mi SE. (4-29)

GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. April 23, VOR shut down for approx 45 days - relctn. (3-27)

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

HOUSTON ARPT-TOWER: PPI apch to Rnwy 21 restricted to beyond 2 mi from arpt. (3-18) FLD: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)

**HOUSTON-GULF COAST ARPT: 169' (289' MSL) lgtd rdo twr erected 12 mi NNW (348° T) at lat 30-05-38, long. 95-27-16. (5-10)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

LIBERTY-DARRELL FLD: 167' temp. drilling structure 5 mi WSW in area bounded by lat 27-59-00, long. 94-49-00 and lat 30-02-00, long. 94-51-30. (11-9)

MIDLAND AIRPARK-TOWER: Effect. Mar 1 and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18, mc. Rcvg: ** 3023.5; 121.5, 122.5, 126.18. Call: "Airpark Twr". (2-26) FLD: Effect. Mar 1 and until Sept 1, NW/SE Rnwy will be clsd to all acft durg daylgt hrs on week-days because of parked mil acft conducting refueling operns on Rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl unit will be in opern controlling all Mil and Civil acft by rdo or lgt signals. Use rnwys only. (4-22) Rotating bcn and rnwy flood lgts discontd.

MISSION-TRI-CITIES ARPT: Closed. (3-11)

POTEET ARPT: Closed - const. (11-20)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)

**ROBSTOWN ARPT: 125' lgtd twr erected 1 mi NE. (5-1)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

★SAN ANGELO-RADIO: Correct VOR lat 31-22-29, long. 100-27-17. (5-4)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

**SAN ANTONIO-BEXAR COUNTY ARPT: Abandoned. (3-26)

SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng groung checked only. (10-23)

SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)

SAN MARCOS-GARY AFB-RADIO: USAF Z mrkr unreliable above 5000'. (10-29)

**SEYMOUR ARPT: Abandoned. (3-26)

SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)

SINTON #1 ARPT: 87' unlgtd survey twr erected adj to hangar 200' S of W end E/W Rnwy.

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.

TULIA ARPT: Caution - water on rnwys during irrigation season.

TYLER-RADIO: Effect. Mar 3, due to modernization, LF rng will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative until further notice - modernization. (3-5)

**VICTORIA COUNTY ARPT: 107' lgtd oil well derrick erected 350' W centerline N/S Rnwy approx 1200' S of N end of N/S Rnwy. (5-12)

WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)

WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No over-run off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylight hrs only. (4-19)

**YOAKUM ARPT SITE 7, SAT-HOU: Abandoned. (5-7)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME 13,000' MSL coverage 50 mi 350° N, E, S and W to 330°. 13,500' MSL coverage 50 mi 330° to 350°. (5-18-54)

UTAH: DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME 13,000'MSL coverage 50 mi 20° thru 40° and 30 mi 40° thru 90° and 50 mi 90° thru 170°. 9000' 50 mi 170° thru S to 230°. 11,000' 50 mi 230° thru W and N to 20°. (5-8)

HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)

MILFORD - RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9)

OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30). DME coverage 0-150° 20 mi at 12,000' MSL. 150-315°, 50 mi at 10,000'MSL. 315-360°, 50 mi at 11,000' MSL. (4-16)

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'. (2-1)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. DME 9000' coverage 50 mi - 235° thru W to 340°. 12000' at 30 mi - 340° thru N to 020°. 13,000' at 20 mi -020° thru E to 140°. 12,000' at 50 mi - 140° to 180° and 40 mi - 180° to 235°. (5-10)

SALT LAKE CITY NO. 1 ARPT: Effect. 1600 May 15 lgt acft will be rstd to a new tfc pat which lies E of Arpt with left tfc for lndgs Rnwys 16L and 14, rgt tfc for lndgs Rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs Rnwy 16R and left tfc for lndgs 34 L. (5-13)

WENDOVER- RADIO: DME 9000' MSL coverage 50 mi 350° thru N to 160°. 11,000' at 50 mi 160° thru S to 220°. 12,000' at 50 mi 220° thru W to 295°, and 40 mi 295° thru 350°

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)

BURLINGTON ARPT: May 1 to approx May 30, N/S and E/W Rnwys clsd intermittently-re-surfacing - daylgt hrs. (4-30)

VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed Use strip 27-9 at pilots discretion-soft spots when thawing. (1-25)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude

**DANVILLE ARPT: 175' lgtd microwave relay twr erected 3 mi WNW (290°T) at lat 36-35-08; long. 79-23-26. (5-13)

FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4000' MSL. DME at VOR site shut down. (3-13)

GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.

HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt.

LYNCHBURG-PRESTON GLENN ARPT-TOWER: About June 30, twr will be discontd. (4-15)

MANASSAS ARPT: Closed-hvy equipment. (4-29)

NORFOLK-RADIO: Visual courses VAR slightly rough.

POWHATAN-PLAINVIEW ARPT: Caution-fld soft from regarding. (1-25)

PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft. Caution soft shoulders Rnwy 6-24. (5-6)

ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)

WASHINGTON: SPECIAL NOTICE: Unmrkd-p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

**CONCRETE ARPT: Abandoned. (5-17)

ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable, 160° to 310° clockwise

WASHINGTON: below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11)

★HOQUIAM-RADIO: May 17, DME at VOR site flgt-checked and cmsnd. These data rcvd too late for inclusion on ANRA page. DME coverage 3500' MSL 50 mi from 35° thru to 50° 7000' 50 mi from 50° thru to 155°. 5000' 50 mi from 155° thru to 34°. (5-18)

MOSES LAKE - LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110°; below 4000', 110-240° below 3500', 240° - 315°. (1-13)

ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not land on this portion.

**RENTON ARPT: 10' fence across S bndry Rnwy 33. (5-17)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service.

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000' All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.

SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts. DME coverage 50 mi 36° thru 152° at 7000' MSL; 50 mi 152° thru 244° at 5000' MSL; 50 mi 244° thru 264° at 6000' MSL; 50 mi 264° thru 36° at 8000' MSL.

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 070-300° at 6000'; 090-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd areas S of rnwy. Equip. on fld. (12-19) Bndry and rnwy flood lgts decmsnd. (3-29)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)

TACOMA-McCHORD AFB-RADIO: USAF LF rng has multiples all courses beyond 20 mi.

YAKIMA-RADIO: VOR flt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts

YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mcs, lctd 3000' NW end rnwy 27 and rnwy extended centerline and glide slope, 335.0 mcs, lctd 1382.86' NW apch end Rnwy 27 and 400' NE rnwy centerline. LMM, freq 203 kc, ident: KM, lctd 3682' (0.70 mi) SE rnwy 9/27 extended centerline LOM freq 284 kc, ident: YK, lctd 42,269' (8.01 mi) SE rnwy 9/27 extended centerline. All components operg intermittently test basis daylgt hrs. FLD: N/S Taxiway between Rnwys 9-27, 4-22 perm clsd to acft and vehicular tfc. (4-13)

WEST VIRGINIA: **BECKLEY-MT. HOPE ARPT: Trans twr lctd 2286' from SW corner of arpt, which is 2683' above sea level and 358' above arpt elev (4-26) Unlighted 90' pole one mile from E end E/W rnwy to S of centerline of apch.

CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL 270° thru 330°, 30 mi at 2500' MSL. Moderate roughness all azimuths (3-16) DME at VOR site shut down. (3-16)

**CHARLESTON-KANAWHA COUNTY ARPT: 312' (1462'MSL) lgtd micro wave rdo twr erected 8.5 mi WNW (290°T) at lat 38-24-07, long. 81-44-25. (5-12)

ELKINS-RADIO: LF rng multiples and fades all courses. (9-10)

★HUNTINGTON-RADIO: Correct H fac lat 38-24-24, long. 82-32-30. (5-4)

MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays.

MORGANTOWN-RADIO. LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)

GRANTSBURG-RADIO: VOR had counterclockwise course errors up to .9° in excess of tolerance from azimuths angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance as azimuths angles 220° thru 252°. (4-3)

**HAYWARD ARPT. Effect. April 19th, abandoned. (4-8)

JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)

MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld Caution - landing jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)

WISCONSIN: MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2)

MILWAUKEE-BROWN DEER ARPT: Effect. May 31, will be abandoned. (5-6)

MILWAUKEE-GENERAL MITCHELL FLD: Formation take-off prohibited on all rnwys without prior approval of the ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)

WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.

••CASPER-WARDWELL ARPT: Abandoned. (3-22)

CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 7300' MSL; 120-180°, 7500' MSL; 180-280°, 11,000' MSL; 280-325°, 10,500' MSL, 325 - 340°, 9000' MSL; 340-10°, 7500' MSL. (5-5)

DOUGLAS-RADIO: About July 6, MH fac will be perm discontd. (5-14)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.

ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-marked. (3-18)

SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY. FROM	CRS AND DIST.	MIN ALT.	PROCEDURE TURN SIDE OF FINAL APCH. CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
DALLAS, TEXAS - LOVE FIELD - Correct AIRGI Vol 9, No 2 dated April 6, 1954 Procedure No. 1 - Dallas FM (Final) - Column 3 to read 3.0 miles.										
DICKINSON, N. DAK. Dickinson Arpt 2589 SBMRAZ - DTV - DIK Procedure No. 1 Effective date: 5/26/54	Dickinson VOR	188 4.2	3800	W side N crs 348 outbnd 168 inbnd 3800' - within 10 mi 4000' - within 25 mi	3260	168 2.1	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1.5 600-1.5 800-2	Within 2.1 miles. . .climb to 4000' on S crs within 20 miles. Caution - KDIX radio tower 4.5 mi N DIK range elevation 2751' MSL.
EUGENE, OREGON Mahlon Sweet Airport 365 SBRAZ-DTV - EUG Procedure No. 1 Effective date: 6/4/54	Cottage Grove FM	330 31.0	4000	W side N crs 356 outbnd 176 inbnd 3000' - within 25 mi	1500	150 4.5	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 4.5 miles turn right. Climb to 3000' on N crs LFR within 25 miles.
FARGO, N. DAK. Hector Airport 900 SBRAZ- DTV - FAR Procedure No. 1 Effective date: 5/26/54	Glyndon FM (Final) Barneaville FM Wheatland FM Fargo VOR	260 8.0 307 24.0 083 26.0 006 6.0	1600 2300 2200 2300	N side of E crs 080 - outbnd 260 - inbnd 2100 - within 10 mi 2200 - within 15 mi 2400 - within 25 mi	1600	261 1.0	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 1.0 miles. . .climb to 2500' on W crs of FAR-LFR within 25 miles. Caution. Radio tower 1075' msl 1.2 mi SSE of airport.
Procedure No. 2 Effective date: 5/26/54	Glyndon FM Barnesville FM West Fargo FM (Final) Fargo VOR	260 8.0 307 24.0 083 4.0 006 6.0	2100 2300 1700 2300	S side W crs 263 - outbnd 083 - inbnd 2200 - within 20 mi 2300 - within 25 mi	West Fargo FM 1700	West FargoFM 083 4.0	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 4.0 miles. . . climb to 2600' on E crs Fargo LFR within 25 miles. Caution - Radio tower 1075' msl 1.2 miles SSE of airport.
FORT MYERS, FLA. Page Field 17 SBRAZ- FMY Procedure No. 1 Effective date: 5/29/54	Ft. Myers VOR	122 0.5	1200	S side SW crs 218 - outbnd 038 - inbnd 1200' - within 25 mi	660	038 3.7	T-dn C-dn S-d 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.7 miles. . .climb to 1300' on NE crs within 20 miles. Caution - 20 miles limitation due traffic on Airway R-101.
GRAND FORKS, N. DAK. Grand Forks Airport 836 SBRAZ - DTV - GFK Procedure No. 1 Effective date: 5/26/54				E side S crs 171 - outbnd 351 - inbnd 2000' - within 25 mi	1500	351 3.4	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 3.4 mi. . .climb to 2100' on N crs Grand Forks LFR within 25 miles. ADF procedure not authorized.
HURON, S. DAK. Howes Airport 1287 BMRLZ-DTV - HON Procedure No. 1 Effective date: 5/26/54	Virgil Int. SW crs HON & E crs Pierre (Final) Huron VOR	044 11.0 152 6.0	2000 2500	S side SW crs 224 - outbnd 044 - inbnd 2500' - within 10 mi 2600' - within 15 mi 3000' - within 25 mi	2000	041 2.9	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.9 mi. . .climb to 3000' on NE crs within 25 miles. *If procedure turn is accomplished beyond 20 miles, final approach altitude inbnd to Virgil Int. is 2500'.
MARTINSBURG, W.VA. Martinsburg Airport 556 SBMRLZ-DTV - MRB Procedure No. 1 Effective date: 5/29/54				E side SW crs 215 - outbnd 035 - inbnd 2500' - within 10 mi	1500	033 2.9	T-dn* C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.9 miles. . .climb to 3500' on NE crs *Make right turn after take-off on runway 33 to avoid hills to the NW.
MORGANTOWN, W. VA. Morgantown Airport 1256 SBMRLZ-DTV - MGW Procedure No. 1 Effective date: 5/29/54	Int SW crs Morgantown LFR and N crs Elkins LFR	035 10.0	*2600	W side NW crs 319 - outbnd 139 - inbnd 2600' - within 10 mi	*2100	172 5.8	T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 600-1.5 600-2 800-2	Within 5.6 mi. . .climb to 4000' on SW crs within 25 miles. *Caution: 2295' terrain 4.0 miles SE of airport.
PHILADELPHIA, PA. International Airport 40 SBMRAZ-DTV - PHL Procedure No. 1 Effective date: 5/29/54	Boothwyn FM (Final)	80 9.0	900	S side W crs 260 - outbnd 080 - inbnd 1500' - within 10 mi	900	099 2.7	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 miles. . .climb to 1800' on NE crs or when requested by ATC, make a right climbing turn, climb to 1500' on S crs Caution: Standard clearance not provided over obstruction one mile SE of range stn.
RODEO, N. MEX. Rodeo Airport	PROCEDURE CANCELLED effective date: 5/3/54									
SAFFORD, ARIZ. Safford Airport	PROCEDURE CANCELLED effective date: 5/26/54									

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

COLUMBUS, OHIO Port Columbus Airport 816 BVOR - CMH Procedure No. 1 Effective date: 5/28/54	Newark FM Columbus LFR Radar terminal area transitions	276 18.0 063 8.0 All sectors within 25 mi 40 mi	2400 2400 2500 4000	N side of crs 051 - outbnd 231 - inbnd 2400' - within 10 mi	1900	232 5.7	T-dn C-dn S-dn 23 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.7 miles. . .climb to 2400' on crs 268° from Columbus VOR within 10 mi.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-18-54)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN (+ SIDE OF FINAL APCH. CRS. OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
COLUMBUS, N. MEX. Columbus Int. Field 4024 BVOR - CUS Provedure No. 1 Effective date: 5/27/54	CUS - LFR	099 1.0	8500	N side of crs 084 - outbnd 264 - inbnd 6000' - within 15 mi (NA beyond 15 mi)	5200	264 2.8	T-d T-n C-d C-n A-d A-n	1000-2 1000-3 1000-2 1000-3 1500-2 1500-3	1000-2 1000-3 1000-2 1000-3 1500-2 1500-3	Within 2.8 mi climb to 9000' on crs of 263° within 25 miles.
DETROIT, MICH. Wayne Major Airport 639 BVOR - RML Procedure No. 1 Effective date: 5/26/54	Int S crs SVM-VAR & 118° crs to RML-VOR (Final) Int E crs SVM-VAR & 166° crs to RML-VOR (Final)	118 7.0 166 8.7	1500 1500	W side of crs 315 - outbnd 135 - inbnd 2000' - within 10 mi 2200' - within 20 mi 2500' - within 25 mi	1500	135 7.5	T-dn C-dn S-dn 15 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 7.5 mi ...climb to 2300' on outbnd crs 135° within 25 miles of Detroit VOR.
DICKINSON, N. DAK. Dickinson Airport 2589 BVOR - DIK Procedure No. 1 Effective date: 5/26/54	Dickinson LFR	008 4.2	3800	W side N crs 359 - outbnd 179 - inbnd 3800' - within 25 mi	3300	179 4.2	T-dn C-d C-n S-dn A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 600-1.5 600-1.5 600-1.5 800-2	Within 4.2 miles. . .climb to 3800' on track of 179° within 15 miles of DIK - VOR.
EUGENE, OREGON Mahlon Sweet Airport 365 BVOR - EUG Procedure No. 1 Effective date: 6/4/54	Eugene LFR* Int N crs Eugene LFR and 158° bearing to VOR	045 0.5 158 1.0	3000 3000	*E side of crs 338 outbnd 158 inbnd 3000' - within 15 mi (NA beyond 20 and 25 mi)	1500	158 4.4	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 4.4 miles turn right . Climb to 3000' on crs 355° within 15 miles. *Procedure turn E side for more favorable terrain.
FARGO, N. DAK. Hector Airport 900 BVOR - FAR Procedure No. 1 Effective date: 5/26/54	Barnesville FM Fargo LFR	297 22.0 186 6.0	2300 2300	W side S crs 171 - outbnd 351 - inbnd 2300' - within 25 mi	1800	351 5.2	T-dn C-d S-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Climb to 2300' on crs of 340° within 25 mi of Fargo VOR. Caution: Rdo twr 1075' msl, 1.2 mi SSE of airport.
FORT MYERS, FLA. Page Field 17 BVOR - FMY Procedure No. 1 Effective date: 5/29/54	Ft. Myers LFR	302 0.5	1200	S side 222 - outbnd 042 - inbnd 1200' - within 25 mi	700	042 3.7	T-dn C-dn S-d 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.7 miles. . .climb to 1300' on crs of 042° within 20 miles. Caution: 20 miles limitation due traffic on Airway R-101.
HOBBS, N. MEXICO - LEA COUNTY ARPT - Correct AIRGI Vol 8, No. 16 dated October 20, 1953 - Column 6 to read 4300' instead of 4340'										
HURON, S. DAK. Howes Airport 1267 BVOR - HON Procedure No. 1 Effective date: 5/26/54	Huron LFR	332 6.0	2400	W side NW crs 303 - outbnd 123 - inbnd 2400 - within 25 mi	1900	123 5.3	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Climb to 2800' on crs 123° within 25 miles HON VOR.
NANTUCKET, MASS. Memorial Airport 47 BVOR - ACK Procedure No. 1 Effective date: 5/20/54	Nantucket HHW	104 8.0	1300	N side of crs 060 - outbnd 240 - inbnd 1300' - within 10 mi	600	240 2.2	T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.2 miles. . .climb to 1300' on crs 240° within 10 miles of Nantucket BVOR.
PARKERSBURG, W. VA. Wood County Airport 856 BVOR - PKB Procedure No. 1 Effective date: 5/29/54				W side of crs 032 - outbnd 212 - inbnd 2500' - within 10 mi	2000	212 6.8	T-dn C-dn S-dn 21 A-dn	300-1 600-1 600-1 800-2	300-1 700-1.5 600-1 800-2	Within 6.8 miles. . .climb to 2500' on crs of 212° within 25 miles of VOR.
ROSWELL, N. MEXICO Roswell Airport 3621 BVOR - ROW Procedure No. 1 Effective date: 5/27/54	Roswell LFR	291 6.0	5000	E side of crs 166 - outbnd 346 - inbnd 4800' - within 25 mi	4300	346 4.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 4.0 mi climb to 6000' on crs of 346° within 25 miles.
SALT FLAT, TEXAS - CAA INTERMEDIATE FIELD - Correct AIRGI Vol 9 No. 3, dated April 20, 1954 - Column 8 to read A-dn for alternate minima.										
SALT LAKE CITY, UTAH Salt Lake City #1 Arpt 4222 BVOR - DTXV - SLC Procedure No. 1 Effective date: 5/27/54	Riverton FM Layton FM (Final)	342 22.0 149 15.0	11000 4900	W side crs 329 outbnd 149 inbnd 7500' - within 20 mi 10000' - within 25 mi	4900	149 4.1	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 4.1 miles climb to 11000' on outbnd track of 248° within 25 mi of VOR. SHUTTLE: To 10,000' on 329° outbnd, 149° inbnd. All turns W of track. *500-2 required for take-off Runway 7. Caution: 5000' terrain 3.5 mi E of VOR. High terrain 8.0 mi E of N & S crs & W of S crs. Also 8 4541' rdo mast 2.0 mi. SE of VOR. Deviation from standard criteria authorized in Item 8, and between VOR and airport.
TOPEKA, KANSAS Phillip Billard Airport 880 BVOR - DTV - TOP Procedure No. 1 Effective date: 6/1/54	TOP MHW at ILS OM	071 7.0	2300	W side 027 outbnd 207 inbnd 2300' - within 25 mi	1800	207 5.8	T-dn C-dn S-dn 22 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Within 5.7 miles climb to 2400' on outbnd crs 162° mag within 25 miles, or when directed by ATC turn left climb to 2400' on SE crs of Topeka ILS within 15 miles.
TUCUMCARI, N. MEX. Tucumcari Airport 4063 BVOR - TCC Procedure No. 1 Effective date: 5/27/54	TCC LFR	078 3.0	5200	N side 086 outbnd 266 inbnd 5200' - within 25 mi	4800	0.0	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 0.0 miles climb to 7500' on crs of 254° within 25 mi of TCC-VOR. Caution: 5020' terrain 4.5 miles SW of LFR.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-18-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM FREQ. AND IDENT. / LOM FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
AKRON, OHIO Akron-Canton Airport 1228 ILS - CAK LOM - CA Procedure No. 1 Comb: ILS - ADF Effective date: 6/5/54	Akron LFR	LOM	176 13.0	2500	E side S crs 186 - outbnd 006 - inbnd 2500' - within 10 mi	ILS 2400 ADF 2000 over LOM	2340 4.3	1430 0.8	T-dn C-dn S-dn 1 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	4.3 mi after passing LOM (ADF) Climb to 2500' on crs of 045° to E crs Akron LFR. Alternated missed approach (when requested by ATC) make a right climbing turn and return to LOM at 2500'.
	Bergholz Rbn	LOM	314 33.0	2500								
	Int SW crs Akron LFR and 90° bearing to LOM	LOM	090 6.0	2500								
	Int E crs Akron LFR and 235° bearing on LOM	LOM	235 14.0	2500								
	Lakemore Int.	LOM	186 12.0	2500								
Procedure No. 2 Using back crs ILS & Lakemore Int. (Int E crs Akron LFR & N crs ILS) Effective date: 6/5/54	Akron LFR	Lakemore Int.	110 2.5	2500	E side N crs 006 - outbnd 186 - inbnd 2500' - within 10 mi of Lakemore Int.	No glide slope or markers #2500 over Lake- more Int.	6.7 mi from Lakemore Int.		T-dn C-dn S-dn 19 A-dn	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Climb to 2500' (or to a higher alt. when requested by ATC) on S crs ILS to LOM. #Descend to airport minimums after passing Lakemore Int. Procedure turn to E to avoid Akron traffic. This procedure not authorized for ADF approach.
	Chagrin Falls Int.	"	186 24.0	2500								
	Talmadge Int. (Final)	"	186 8.0	2500								
	Blimp Int. (Final)	"	186 5.0	2500								
	Akron LOM	"	006 12.0	2500								
COLUMBUS, OHIO Port Columbus Airport 816 ILS - CMH LOM - CM Procedure No. 1 Comb: ILS - ADF Effective date: 5/29/54	Columbus LFR	LOM	093 9.0	2500	N side E crs 096 - outbnd 276 - inbnd 2500' - within 10 mi (NA beyond 10 mi)	ILS 2500 ADF 2000 over LOM	2595 6.2	1093 0.7	T-dn C-dn S-dn 27 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	6.2 miles after passing LOM (ADF) Climb to 2400' on W crs ILS or crs 276° from LOM within 15 miles.
	Newark FM (Final)	E crs ILS	255 12.0	2500 (ILS) 2000 (ADF)								
	Int. E crs ILS or 276° bearing to LOM & 300° crs to Columbus VOR	LOM	276 7.0	2500 (ILS) 2000 (ADF)								
	Columbus VOR	LOM	157 4.5	2500								
Procedure No. 2 Back crs ILS and Bexley MHW BXL Comb: ILS - ADF Effective date: 5/29/54	Columbus LFR	Bexley MHW	287 3.0	2400	S side W crs 276 - outbnd 096 - inbnd 2400' - within 10 mi of Bexley MHW	No glide path 1900 over Bexley MHW	3.8 mi from Bexley MHW		T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1.5 400-1 500-1 800-2	3.8 miles after passing Bexley MHW Climb to 2400' on E crs ILS or crs 096° from Bexley MHW within 15 miles.
	Columbus VOR	"	253 10.0	2400								
	Hilliard FM (Final)	"	089 7.0	1900								

The following terminal area radar transition altitudes apply to the above procedures within 25 miles, 2500'; 25 to 40 miles, 4000'. All fixes may be determined and supplemented by surveillance radar.

EUGENE, OREGON Mahlon-Sweet Airport 365 ILS - EUG Procedure No. 1 Effective date: 6/4/54	Eugene LFR	LOM	059 0.6	2000	*E side N crs 338 outbnd 158 inbnd 2000' - within 5 mi	2000	1570 4.6	550 0.69	T-dn C-dn S-dn 16 A-dn	300-1 500-1 400-1 600-2	300-1 600-1.5 400-1 600-2	Make right turn, climb to 3000' on N crs EUG LFR or climb to 3000' on 355° radial EUG VOR within 25 miles. *Procedure turn E side for more favorable terrain
	Eugene VOR	LOM	338 0.2	2000								
	Cottage Grove FM	S crs ILS	320 12.0	3100								
FARGO, N. DAK. Hector Airport 900 ILS - FAR LOM - FA Procedure No. 1 Comb: ILS - ADF Effective date: 5/26/54	Fargo VOR	LOM	351 0.5	2300	W side of crs 171 - outbnd 351 - inbnd 2300' - within 25 mi	ILS 2100 ADF 1800	2070 4.5	1112 0.7	T-dn C-d C-n S-dn ILS 35 ADF 35 S-d S-n A-dn	300-1 500-1 500-1.5 400-0.75 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 400-0.75 500-1.5 500-1.5 800-2	Within 4.5 miles after passing LOM (ADF) climb on N crs Fargo LFR to 2300' within 25 miles or when directed by ATC. 1. Make left turn, climb to 2800' on W crs FAR-LFR, or make left turn and intercept 278° crs from FAR-VOR.
	Fargo LFR	LOM	188 5.0	2300								
	West Fargo FM	LOM	132 7.0	2300								
	Barnesville FM	S crs ILS	285 20.0	2300								
	Barnesville FM	LOM	295 22.0	2300								
	Int N crs FAR - LFR and N crs ILS	LOM	171 12.0	2300								
	Int E crs FAR-LFR and 233° bearing to LOM	LOM	233 11.0	2300								
FRESNO, CALIF. Fresno Air Terminal 331 ILS - FNO LOM - FN Procedure No. 1 Comb: ILS - ADF Effective date: 5/17/54	FNO LFR	LOM	071 11.0	1700	S side of crs 108 - outbnd 288 - inbnd 1700' - within 10 mi of LOM. (NA beyond 10 mi) Procedure turn S for more favorable terrain	1700 ILS ADF 1000 over LOM	1400 4.4	535 0.1	T-dn C-dn S-dn 29 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 mi after passing LOM (ADF) Climb to 1500' on mag heading of 288° then turn left and climb to 2000' on W crs of FNO-LFR within 20 mi or climb to 2000' on 270° radial from FNO-VOR.
	FNO VOR	LOM	402 6.0	1700								
	Int of 015 bearing to FNO LOM & SE crs FNO LFR	LOM	015 12.0	1700								
	Int of 030 rad from CLG VOR & 142 rad from FNO VOR	LOM	349 7.0	1700								
GRAND RAPIDS, MICH Kent County Airport 692 ILS - GRR LOM - GR Procedure No. 1 Comb: ILS - ADF Effective date: 5/30/54	Wayland (INT)	LOM	054 5.0	2200	E side S crs 176 - outbnd 356 - inbnd 2200' - within 20 mi 2300' - within 25 mi	ILS 2200 ADF 1700	2178 5.7	915 0.75	T-dn C-d C-n S-dn 36R ILS ADF A-dn	300-1 500-1 500-1.5 400-0.75 500-1 800-2	300-1 500-1.5 500-1.5 400-0.75 500-1 800-2	Within 5.7 miles after passing LOM (ADF) climb to 2200' on crs of 356° from LOM or N crs ILS within 25 miles; or when directed by ATC, make right climbing turn, climb to 2200' on SE crs GRR-LFR to Alaska FM, or make left climbing turn on NW crs of GRR-LFR to 1900' within 25 miles. No approach lights. Caution: 930' msl tower located 2.0 miles S of airport on ILS crs. 1810' msl tower located approx 6.2 mi NNE of airport.
	Clarksville Int	LOM	264 22.0	2200								
	GRR - LFR	LOM	195 6.0	2200								
	Hastings Int	LOM	290 23.0	2200								
	Pullman VOR	LOM	046 33.0	2200								
	Muskegon VOR	LOM	129 36.0	2200								
	Lansing VOR	LOM	278 49.0	2200								
	Alaska FM	LOM	269 10.0	2200								
	Int NW crs GRR LFR and N crs ILS	LOM	176 7.0	2200								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-18-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM FREQ. AND IDENT. / LOM FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
HURON, S. DAK. Howes Airport 1287 ILS - HON LOM - HO Procedure No. 1 Comb: ILS - ADF Effective date: 5/26/54	Huron LFR	LOM	331 5.0	2500	W side NW crs 297- outbnd 117- inbnd 2500'- within 25 mi	2500	2433	1488	T-dn C-dn S-dn 12 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 2800' on SE crs within 25 mi or if directed by ATC, climb to 3000' on NE course, HON- LFR within 25 miles. Caution: Radio tower 1448' msl 1.75 mi S of airport. No apch lights
	Huron VOR	LOM	155 1.0	2500								
INDIANAPOLIS, IND. Weir Cook Airport 796 ILS - IND LOM - IN Procedure No. 1 Comb: ILS - ADF Effective date: 5/10/54	Clayton FM	SW crs ILS	105 8.0	1900	S side of SW crs 224 - outbnd 044 - inbnd 1900'-within 15 mi of LOM	ILS 1900 ADF 1400	1903 4.3	1049 0.9	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.3 mi (ADF) after passing LOM, climb to 2300' on E crs of IND - LFR to Greenfield Int. or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 25 miles. 2. Make left turn, climb to 1900' and proceed to LOM.
	Clayton FM (ADF)	LOM	085 11.0	1900								
	Indianapolis LFR	SW crs ILS	193 4.0	1900								
	Indianapolis LFR-ADF	LOM	177 3.0	1900								
	Int. E crs IND-LFR & SW ILS crs or 224 brg to LOM	LOM	224 5.0	1900								
	Int. S crs IND-LFR & SW crs ILS or brg 224° to LOM	LOM	224 0.3	1900								
	Radar terminal area transition altitudes; brgs are from radar azimuths rotating clockwise.	280 to 120	all crs within 20 mi	2500	except 2800' within 3 mi radius of 1849' TV twr within 20 miles.							
	"	120 to 280	"	2000								
	Int of 25° crs IND-VOR, SW crs, ILS (Final)	LOM	044 15.0	1900								
Procedure No. 2 (Back crs ILS combined with radar). Effective date: 5/10/54	Radar terminal area transition altitude at radar fix indicated	apch end rnwy 22	224 10.0	2300	N side of crs 044 - outbnd 224 - inbnd 2500'- within 15 mi	No glide slope	No OM	No MM	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	On final apch within 5.0 mi after passing radar fix, make right turn, climb to 2000' on W crs IND-LFR within 15 mi or when directed by ATC as follows: 1. Climb to 2100' on NW crs within 25 mi of stn. 2. Climb on SW crs ILS to 1900' proceed to LOM. Caution: This procedure not authorized when ASR inoperative. Do not descend below 1800' msl until radar controller has advised passing 5 mi radar fix. **Radar transitions must intercept NE crs ILS at least 5 miles NE of radar fix.
	"	"	224 5.0	1800								
	Radar terminal area transition altitudes, brgs are from radar azimuths rotating clockwise.**	280 to 120	all crs within 20 mi	2500	except 2800' within 3 mile radius of 1849' TV twr							
	"	120 280	"	2000								
Procedure No. 3 (Back crs ILS utilizing VOR fix) Effective date: 5/10/54	Indianapolis LFR	SW crs ILS	074 4.0	2300	N side NE crs ILS 044 - outbnd 224 - inbnd 2500'-within 15 mi of River Int.*	No glide slope Min. alt. over River Int. ** inbnd on on final 1800	No OM River Int* 224 5.0	No MM	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.0 mi after passing River Int.*Make right turn, climb to 2000' on W crs. IND-LFR within 15 miles or when directed by ATC as follows: 1. Climb to 2100' on NW crs IND-LFR within 25 miles. 2. Climb on SW crs ILS to 1900' and proceed to LOM. *River Int. is 283° crs to IND-VOR and NE crs ILS. **Radar transitions must intercept NE crs ILS at least 5 miles NE of River Int. Procedure authorized only when acft equipped to receive VOR and ILS simultaneously.
	Int ILS crs & E crs IND-LFR	River Int.*	044 5.0	2300								
	Int. 263 crs to IND-VOR and NE crs ILS (Final)	River Int.*	224 5.0	1800								
	Int. 248 crs to IND-VOR and NE crs ILS (Final)	River Int.*	224 12.0	1800								
	Int. 239 crs to IND-VOR and NE crs ILS	River Int.*	224 22.0	2300								
	Radar terminal area transition altitudes; brgs are from radar azimuths rotating clockwise.**	280 to 120	all crs within 20 mi	2500	except 2800' within 3 mi radius of 1849' TV twr.							
	"	120 to 280	"	2000								
ISLIP, N. Y. MacArthur Field 98 ILS - ISL LMM - SL Procedure No. 1 Comb: ILS - ADF Effective date: 5/29/54	St. James Int.	LMM	173 8.0	1500	S side SW crs 237 outbnd 057 inbnd 1500'-within 5 mi of OM	ILS 1500 ADF 1000# over OM	1540 6.1	300 0.7	T-dn C-dn S-dn 6 ILS #ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 0.7 miles after passing LMM (ADF), make right climbing turn as soon as practical to 1700' returning to ILS LMM. #Descent to airport minimums authorized after passing OM; if OM not received, maintain 1000' until passing LMM and circling minimums apply.
	Riverhead VOR	LMM	255 21.0	1700								
	Fire Island Int.	LMM	018 13.0	1500								
	Blanchard Int. (Final)	OM	057 8.0	1500								
	ADF (Final)			1000#								
LOS ANGELES, CALIF.	Los Angeles International Airport - Correct AIRGI Vol 9, No. 2 dated April 6, 1954 - Column 5 - to read 1650 as the Min alt. from LGB LFR to the LOM.											
TOPEKA, KANSAS Phillip Billard Airport 880 ILS - TOP LOM - MHW - TOP Procedure No. 1 Comb: ILS - ADF Effective date: 6/1/54	Forbes LFR	MHW at OM	357 15.0	3000	N side crs 305 - outbnd 125 - inbnd 2200'- within 5 mi MHW at OM	ILS 2200 ADF 2200	2034 4.5	1077 0.67	T-dn C-dn S-dn 12 ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Climb to 2400' on SE crs ILS within 15 miles or when directed by ATC turn left climb to 2400' on NE crs of Forbes LFR within 25 mi.
	Int. 252 crs from TOP VOR & NW crs Forbes LFR	"	71 16.0	3000								
	Topeka VOR	"	251 7.0	2200								
Procedure No. 2 (Back crs approach) Effective date: 6/1/54	Int. NE crs TOE LFR & 259° crs to TOP VOR	Power House Int.	212 10.0	2200	E side of SE crs 125 - outbnd 305 - inbnd 2200' - within 10 mi (NA beyond 10 mi)	Power House Int. 1700 3.1	No OM	No MM	T-dn C-dn S-dn 31 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Climb to 2400' on NW crs ILS within 25 mi or when directed by ATC turn right proceed direct to TOP-VOR climbing to 2300' and hold or climb to 2400, on the NE crs of Forbes LFR within 15 mi.
	TOP MHW LOM	"	125 9.0	2400								
	TOP VOR	"	176 7.0	2200								
	Int. SE crs ILS & SW crs MKC LFR	"	305 25.0	2400								
	Forbes LFR	"	032 12.0	2200								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-18-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST.	MIN ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
CLARKSBURG, W. VA. Benedum Airport 1209 HW - CKB Procedure No. 1 Effective date: 5/29/54	Elkins LFR	325 31.0	5000	W side of crs 220 outbnd 040 inbnd 2900' - within 10 mi	2200	at arpt	T-dn# C-d C-a A-d A-a	500-1 1000-1 NA 1500-2 NA	500-1 NA NA NA NA	Within 0.0 miles...turn left, climb to 2900' on crs of 220° within 10 miles. #Night take-offs not authorized on NW/SE runway. Caution: Standard clearance not provided over tower 1883' 4.0 miles NW of final approach crs.
	Elkins VOR	350 26.0	4000							
	Int 328° crs from Elkins VOR & 040° crs to Clarksburg MW (Final)	040 10.0	2200							

GLEN FALLS, N.Y. - WARREN COUNTY ARPT - Correct AIRGI Vol 9 No. 2 - Procedure No. 1 -cancellation date to read 5/29/54.

HYANNIS, MASS. - BARNSTABLE ARPT - Correct AIRGI Vol 9 No. 2 - Procedure No. 1- Columns 8, 9 & 10 to read: A-dn; 800-2; 800-2.

MACON, GA. - COCHRAN FIELD - PROCEDURE CANCELLED- Superseded by combination ADF-ILS Procedure dated 6 13 54.

NASHVILLE, TENN.- BERRY FIELD - PROCEDURE CANCELLED- Superseded by combination ADF-ILS procedure dated 5 19 54.

SCHENECTADY, N.Y. Schenectady Co. Arpt 362 LOM-AL (Albany, N.Y.) Procedure No. 1 Effective date: 5/29/54	Albany LFR	010 1.5	2500	N side of crs 123 outbnd 303 inbnd 2500' - within 10 mi (NA beyond 10 mi)	2000	303 ° 6.3				Within 6.3 miles...make a climbing right turn to Albany LOM at 2500'. Caution: Terrain rises rapidly 3 miles W of airport. 758' tank 3.5 miles SE of Airport.
	Schenectady FM	103 9.0	2500							
	Round Lake FM	212 9.0	2500							
	Albany VOR	011 5.0	2500							

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: A. COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS. B. DIRECTED BY GROUND CONTROLLER. C. VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS OR D. LANDING IS NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9
COLUMBUS, OHIO Port Columbus Airport 816 Effective date: 5/29/54	All sectors within 25 mi - 2500' 25 - 40 mi. - 4000'	All rnwys	T-dn C-dn S-dn A-dn			300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Missed approach to rnwys 9, 12, 5, 18 and 36...climb to 2400' and proceed to E crs of Columbus LFR, hold within 10 mi of facility Missed approach to rnwys 23, 27 and 30...climb to 2400' and proceed to W crs of Columbus LFR, hold within 10 mi of facility. Note: Control tower on NW edge of airport, 940'.
INDIANAPOLIS, IND. Weir Cook Airport 796 Procedure No. 1 Effective date: 5/10/54	Radar terminal area transition altitudes bearing are from radar azimuths rotating clockwise.	All rnwys 4, 19, 13, 18, 27, 31, 36	T-dn A-dn S-dn C-dn			300-1 800-2 400-1 500-1	300-1 800-2 400-1 500-1.5	Rnwys 4, 9, 13, 18, climb to 2300' on E crs IND-LFR and proceed to Greenfield Int. or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND LFR within 25 mi. 2. Climb on SW crs ILS to 1900', proceed to LOM. Runways 22, 27, 31, 36, climb to 2000' on W crs of IND-LFR within 15 miles of station or as directed by ATC as follows: 1. Climb on SW crs ILS to 1900', proceed to LOM. 2. Climb to 2100' on NW crs of IND LFR within 25 miles of sta. *ASR straight-in approach minimums higher on runway 22 because of ground clutter.
	2500' between bearing 280° and 120° except 2800' within 3 mi radius of 1849' TV tower within 20 miles. 2900' between bearing 120° and 280° within 20 mi.	22	*S-dn C-dn			500-1.5 500-1.5	500-1.5 500-1.5	
SAN FRANCISCO, CALIF San Francisco Int'l Airport 11 Effective date: 5/28/54	All bearings shown are to the radar with sector azimuths progressing clockwise.	28 L/R & 19 L/R	C-dn			500-1	600-1.5	For runways 28 L/R, climb to 3000' on NW crs of San Francisco LF range within 25 miles For runways 19 L/R, turn left and home on SFO LOM climbing to 2000'.
	Within 5 miles - 158° - 317° - 500' 317° - 158° - 2500'	All rnwys	T-dn A-dn			300-1 800-2	300-1 800-2	
	Within 10 miles - 158° - 317° - 1300' 317° - 158° - 3000'							
	Within 15 miles - 140° - 317° - 1660' 317° - 350° - 3500' 350° - 140° - 3000'							
	Within 20 miles - 180° - 217° - 3000' 217° - 255° - 3000' 255° - 310° - 1660' 310° - 342° - 3500' 342° - 144° - 3000' 144° - 180° - 2000'							
	Within 25 miles - 171° - 268° - 3200' 268° - 301° - 1660' 301° - 342° - 4000' 342° - 121° - 3000' 121° - 144° - 3600' 144° - 171° - 2800'							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (5-18-54)

Temporary Controlled Firing Area - Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude	-	Surface to 15,000 ft. above terrain.
Time of Use	-	Daylight hours only during period of June 6-20, 1954 inclusive.
Activity	-	Artillery firing.
Using Agency	-	Utah National Guard.

Firing to be conducted in accordance with the following restrictions:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than scattered clouds and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

4. All firing to be conducted to the west.

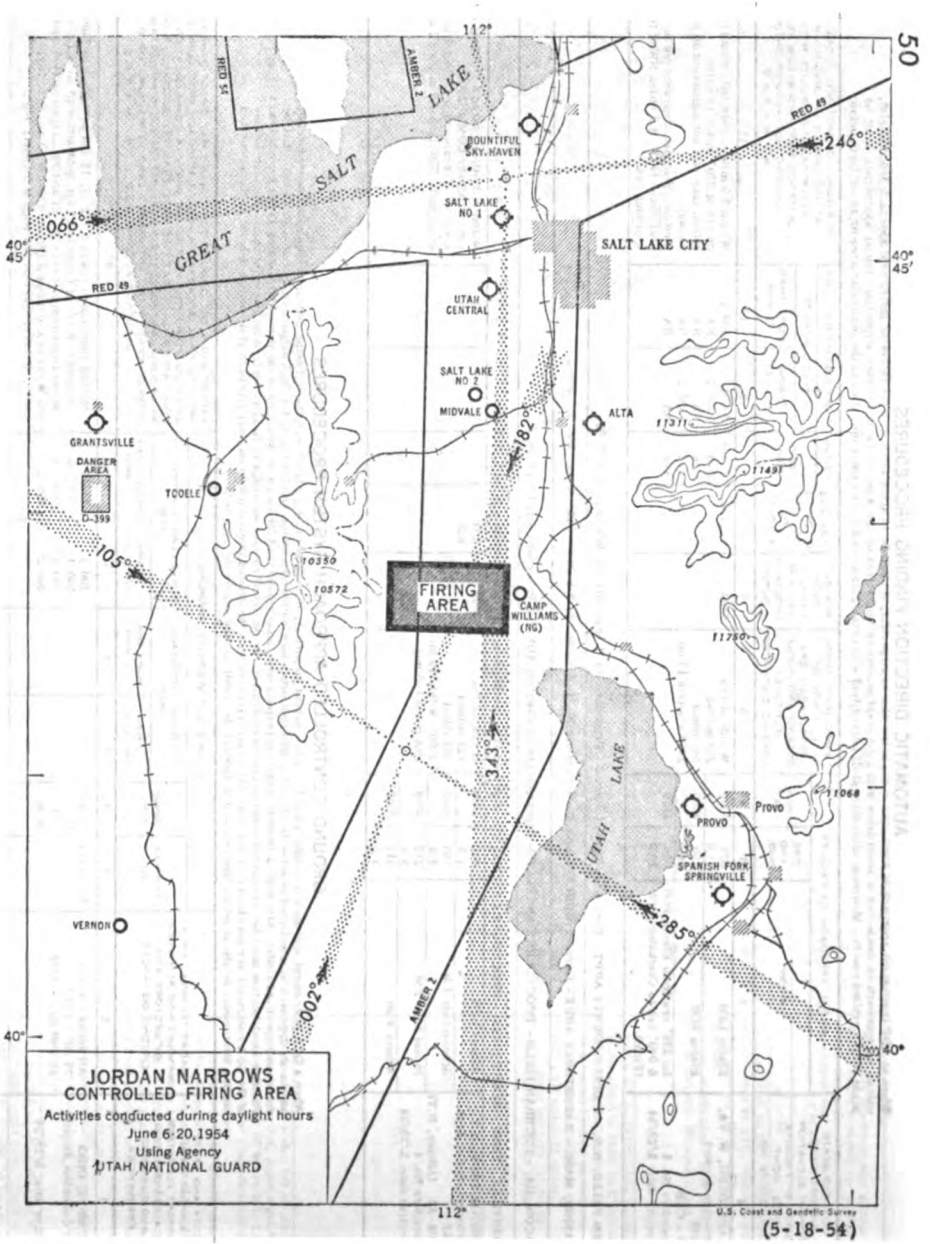
5. Picket aircraft in constant communication with the gun positions shall patrol the boundaries of the area during firing activities and shall warn the firing control officer of the approach of aircraft.

6. The nearest Civil Aeronautics Administration Interstate Airways Communication Station (Salt Lake City INSAC) shall be advised at least 24 hours in advance of firing activities in order that adequate NOTAMS may be issued. During all scheduled periods of firings, as evidenced by the issuance of a NOTAM, the Civil Aeronautics Administration Interstate Airways Communication Stations at Salt Lake City and Delta, Utah will suggest to all aircraft contacting them that the aircraft follow the east side of the south course of Salt Lake Radio Range while in the vicinity of the Controlled Firing Area.

7. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

8. Provision will be made for the placarding of all airports in the vicinity of Jordan Narrows, particularly small airports, sufficiently in advance to warn area and transient private pilots of the controlled firing area and the dates of its utilization.

9. Notice of firing will be broadcast by INSACS in the area at the time weather forecasts are transmitted.



SPECIAL NOTICE
PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS. See Page 4.

AIRMAN'S GUIDE

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 3.

SPECIAL NOTICE
DANGER AREA PENETRATION BY CIVIL PILOTS. See Page 2.

NOTICES TO AIRMAN Page 2

VOL. 9, NO. 6 ..... JUNE 1, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (1) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

✓ DANGER AREA PENETRATION: Information received from military authorities presents compelling evidence that civilian pilots are frequently penetrating danger areas without prior permission of the appropriate military authorities. The activities engaged in by the military within these areas present a real hazard to aircraft, since they encompass serial gunnery, air-to-ground and ground-to- air gunnery, anti-aircraft test firing, rocket firing, bombing, and ordnance testing.

Accordingly, the Office of Aviation Safety urges that all pilots consider the consequences to themselves and to their passengers of unnecessary exposure to such hazards. It is of prime importance to the safe conduct of a flight that the pilot carefully plan the routes so as to eliminate all possibility of inadvertently penetrating any danger area, and to obtain prior permission from the military before willfully entering such area.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953
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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.
(6-1-54)

✓ VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. The resultant indication should be either 0° or 180° (dependent upon the setting of the "To-From" indicator) with the omnibearing selector set at 0° and the flight path deviation indicator (FPDI) centered. Should the VOR receiver be of the automatic indicating type, the indication should be either 0° or 180° dependent upon the particular type of sensing designed into the receiver. Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of May 28, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren Co.
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Carlsbad, N. Mex.
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal

GROUND (Cont'd)

Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va., Municipal
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International

VOR CHECK POINTS (Continued)

San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Pinellas County Intn'l
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley Intn'l
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Hobbs, N. Mex., Lea County
Houston, Texas, Ellington AFB (Houston VOR)
Knoxville, Tenn., McGhee-Tyson
La Junta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key
Midland, Texas, Air Terminal
Miles City, Mont.
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline Quad City
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
White Plains, N. Y., Westchester Co.
Wilkes Barre, Pa., Wilkes-Barre Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz.

LOCATION IDENTIFIERS: The following assignments and chantes affect the use of location identifiers:

BNW	Boone, Iowa, Boone Airport (assignment)
MYL	McCall, Idaho, McCall Airport (reassignment)
PUO	Pueblo, Colo., Pueblo Airport #2 (reassignment)
RAL	Riverside, Calif., Riverside Airport (name change)

PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS: After June 14, 1954, during routine or emergency maintenance periods, which have been advertised in the usual manner, identification will be removed from certain Federal Airways System Navaids, namely, ILS Localizers, VHF Ranges (VOR, TVOR & VAR), and L/MF Ranges. This new policy relative to signaling pilots that maintenance work is in progress at these Navaids was set forth in Federal Airways All Region letter No. 268, dated May 14, 1954, entitled "Removal of Identification During Maintenance Periods." The removal of identification serves as an additional warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly. This procedure is not to be considered in any way as a substitution for the official NOTAM covering "maintenance shutdown" but instead, is an adjunct to same as outlined above.

MINIMUM EN ROUTE IFR ALTITUDES: Effective June 1, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2, is amended to read in part:		
Ellensburg, Wash. (LFR)	Ephrata, Wash. (LFR)	7,000
Jamestown, N.D. (LFR)	Fargo, N. D. (LFR)	2,700
Trinidad (Int), Wash.	Ephrata, Wash. (LFR) (Eastbound only)	4,000
(2) Green Civil Airway No. 3, is amended to read in part:		
Parkman (Int), Ohio	Youngstown, Ohio (LFR)	2,500
(3) Green Civil Airway No. 5, is amended to read in part:		
Cochise, Ariz. (LFR)	Columbus, N. Mex.	12,000
Hilltop, Ariz. (FM)	Cochise, Ariz. (LFR) (Westbound only)	10,000
(4) Amber Civil Airway No. 2, ia amended to read in part:		
*LaHabra (Int), Calif.	Daggett, Calif. (LFR)	12,000
*12,000' - Minimum crossing altitude at La Habra (Int), NE-bound		
Daggett, Calif. (LFR)	Las Vegas, Nev. (LFR)	9,500
(5) Amber Civil Airway No. 4, is amended to read in part:		
Waco, Texas (LFR)	Clifton, (Int), Texas	2,000
(6) Red Civil Airway No. 48, is amended to eliminate:		
*Spokane, Wash. (LFR)	Coeur d'Alene, Idaho (LFR)	7,000
*6,200' - Minimum crossing altitude at Spokane (LFR), E-bound		
Coeur d'Alene, Idaho (LFR)	Mullan Pass, Mont. (LFR)	9,000
(7) Red Civil Airway No. 57, is amended to read in part:		
Milwaukee, Wis. (LFR)	Battle Creek, Mich. (LFR)	2,300
(8) Red Civil Airway No. 83, is amended to elminate:		
Tucson, Ariz. (LFR)	Gila Bend, Ariz. (LFR) (Northwest bound)	7,000
Int. SE crs Tucson, Ariz. (LFR) & W crs. Cochise, Ariz. (LFR)	Douglas, Ariz. (LFR)	10,000
Douglas, Ariz. (LFR)	*Rodeo, N. Mex. (LFR)	11,000
*10,000'- Minimum crossing altitude at Rodeo (LFR), SW-bound		
(9) Red Civil Airway No. 91, is amended to eliminate:		
*Salt Flat, Tex. (LFR)	**Carlsbad, N. Mex. (LFR)	10,800
*10,800' - Minimum crossing altitude at Salt Flat (LFR, NE-bound		
** 8,800' - Minimum crossing altitude at Carlsbad, (LFR), SW-bound		
Carlsbad, N. Mex. (LFR)	Hobbs, N. Mex. (LFR)	5,000
(10) Blue Civil Airway No. 74, is amended to eliminate:		
Carlsbad, N. Mex. (LFR)	Roswell, N. Mex. (LFR)	5,000
(11) Direct Route - United States, is amended by adding:		
Springfield, Mo. (LFR)	Joplin, Mo. (LFR)	2,600
(12) VOR Civil Airway No. 1, is amended to read in part:		
Norfolk, Va. (VAR)	Salisbury, Md. (VOR)	1,500
(13) VOR Civil Airway No. 4, is amended to read in part:		
*Laramie, Wyo. (VOR)	**Dacono (Int), Colo.	11,500
*10,500' - Minimum crossing altitude at Laramie (VOR), SE-bound		
** 8,000' - Minimum crossing altitude at Dacono (Int), NW-bound		
Dacono (Int), Colo.	Denver, Colo, (VOR)	11,500
Salina, Kans. (VOR) Via S alter.	Topeka, Kans. (VOR) Via S alter.	3,000 3,000
(14) VOR Civil Airway No. 6, is amended to eliminate:		
Sacramento, Calif. (VOR) Via S. alternate	*West Point (Int), Calif. Via S alternate (Eastbound) (Westbound)	8,000 5,000
*10,000' - Minimum crossing altitude at West Point (Int), NE-bound		
West Point (Int), Calif. Via S alter.	*Reno, Nev. (VOR) Via S alter.	13,000
*12,000' - Minimum crossing altitude at Reno (VOR), SW-bound		
(15) VOR Civil Airway No. 7, is amended to read in part:		
Tampa, Fla. (VOR)	*Int. Tampa, Fla. (VOR)011° rad. &Cross City, Fla. (VOR) 152° rad.	1,400
*Int. Tampa, Fla. (VOR) 011°rad. & Cross City, Fla. (VOR) 152° rad.	Cross City, Fla. (VOR)	**3,000
*3,000' - Minimum reception altitude		
**1,400' - Minimum terrain clearance altitude		
(16) VOR Civil Airway No. 8, is amended to read in part:		
Martinsburg, W.Va. (VOR)	Dawsonville, (Int), Va.	3,000
(17) VOR Civil Airway No. 14, is amended to read in part:		
Neosho, Mo. (VOR) Via N & S alters.	Springfield, Mo. (VOR) Via N & S alters.	2,400 2,600
(18) VOR Civil Airway No. 15, is amended to read in part:		
Omaha, Nebr. (VOR) Via W alter.	Sioux City, Iowa (VOR) Via W alter.	2,700
(19) VOR Civil Airway No. 39, is amended by adding:		
Danville, Va. (VOR)	Gordonsville, Va. (VOR)	3,000
(20) VOR Civil Airway No. 42, is amended to read in part:		
Pullman, Mich. (VOR)	Bedford (Int), Mich.	*3,500
*2,900' - Minimum terrain clearance altitude		
Bedford (Int), Mich.	*Henrietta(Int), Mich.	**3,500
*3,000' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
*Henrietta (Int.), Mich.	Detroit, Mich. (VOR)	**3,000
*3,000' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
(21) VOR Civil Airway No. 46, is amended by adding:		
Riverhead, N.Y. (VOR)	Nantucket, Mass. (VOR)	1,500
(22) VOR Civil Airway No. 93, is amended by adding:		
Greenfield (Int), Mass.	Concord, N.H. (VOR)	5,000
Concord, N.H. (VOR)	Hiram (Int), Me.	4,000
Hiram (Int.), Me.	Augusta, Me. (VOR)	3,000
Augusta, Me. (VOR)	Bangor, Me. (VOR)	2,300
Bangor, Me. (VOR)	Princeton, Me. (VOR)	2,500
(23) VOR Civil Airway No. 106, is amended to read:		
Selinsgrove, Pa. (VOR)	Wilkes-Barre-Scranton, Pa. (VOR)	3,500
Wilkes-Barre Scranton, Pa. (VOR)	Poughkeepsie, N.Y. (VOR)	4,000
Poughkeepsie, N.Y. (VOR)	Gardner, Mass. (VOR)	3,500
Gardner, Mass. (VOR)	Hudson (Int), N.H.	3,000
Hudson (Int), N.H.	Kennebunk, Me. (VOR)	2,000
(24) VOR Civil Airway No. 108, is amended to eliminate:		
Bangor, Me. (VOR)	Princeton, Me. (VOR)	2,500
(25) VOR Civil Airway No. 130, is amended by adding:		
Albany, N.Y. (VOR)	Colebrook (Int), Mass.	4,000
Colebrook (Int), Mass.	Hartford, Conn. (VOR)	3,000
(26) VOR Civil Airway No. 140, is amended by adding:		
Int. W crs. Philadelphia, Pa. ILS localizer & 179° rad. West Chester, Pa. (LFR)	Philadelphia, Pa. (ILS localizer)	1,800
(27) VOR Civil Airway No. 141, is added to read:		
Nantucket, Mass. (VOR)	Boston, Mass. (VOR)	1,500

(6-1-54)

From	To	Min Alt.
(28) VOR Civil Airway No. 143, is amended by adding:		
Greensboro, N. C. (VOR)	Penhook (Int), Va.	3,000
Penhook (Int), Va.	Montebello, Va. (VOR)	6,000
Front Royal, Va. (VOR)	Dawsonville (Int), Va.	4,000
(29) VOR Civil Airway No. 144, is amended by adding:		
Front Royal, Va. (VOR)	Quarry (Int), Va.	4,000
Quarry (Int), Va.	Springfield, Va. (LF/RBN)	3,000
(30) VOR Civil Airway No. 150, is added to read:		
Sacramento, Calif. (VOR)	*West Point (Int), Calif.	
	(Eastbound)	8,000
	(Westbound)	5,000
*10,000' - Minimum crossing altitude at West Point (Int), NE-bound		
West Point (Int), Calif.	*Reno, Nevada (VOR)	13,000
*12,000' - Minimum crossing altitude at Reno (VOR), SW-bound		
(31) VOR Civil Airway No. 156, is added to read:		
Elkins, W. Va. (VOR)	Grottos (Int), Va.	7,000
Grottos (Int), Va.	Gordonsville, Va. (VOR)	5,000

✓ DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 79 to PART 608 - DANGER AREAS
(June 1, 1954)

(1) In Section 608.42, a Devils Lake, North Dakota, area (D-457), is added to read: Name and Location: Devils Lake (Minot): Description: Beginning at latitude 48-03-45 north boundary; latitude 48-00-00 south boundary; longitude 98-52-30 east boundary; longitude 99-00-00 west boundary; Designated Altitudes: Surface to 20,000 feet MSL; Time of Designation: Continuous during the month of June - annually; Using Agency: North Dakota National Guard.

(2) In Section 608.20 a Craters of the Moon, Idaho, area (D-458) is added to read: Name and Location: Craters of the Moon (Pocatello); Description: Beginning at lat 43-22-00, long. 113-14-00; thence to latitude 42-52-30, longitude 113-14-00; thence to latitude 42-49-00, long 113-30-00; thence to latitude 42-54-00, longitude 113-39-00; thence to latitude 43-19-00, long. 113-39-00; thence to latitude 43-19-00, longitude 113-25-00; thence to latitude 43-22-00, longitude 113-25-00, to point of beginning; Designated Altitudes: Surface to unlimited. Time of Designation: Daylight hours only; Using Agency: Mountain Home AFB, Idaho.

AMENDMENT NO. 80 to PART 608 -DANGER AREAS
(June 4, 1954)

(1) In Section 608.24, the Lake City, Kansas, area (D-389), published on November 15, 1951, in 16 F.R. 11568, is rescinded.

(2) In Section 608.24, the Coldwater, Kansas area (D-390), published on November 15, 1951, in 16 F.R. 11568, is rescinded.

(3) In Section 608.24, the Ulysses, Kansas, area (D-391), published on November 15, 1951, in 16 F.R. 11568, is rescinded.

(4) In Section 608.30, the Betsie Point, Michigan, area (D-77), published on July 27, 1949, in 14 F.R. 4666, is amended by changing the "Using Agency" column to read: "10th Air Force, Selfridge AFB, Michigan."

(5) In Section 608.57, the Sheboygan, Wisconsin, area (D-83), published on July 16, 1949, in 14 F.R. 4297, is amended by changing the "Using Agency" column to read: "10th Air Force, Selfridge AFB, Michigan."

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) BEDFORD INTERSECTION - direction from holding point - NW; direction of turn - LEFT on N side of NW crs Amon Carter, Tex ILS lclzr; time - one minute; minimum alt. 1900 feet.

(2) BEDFORD INTERSECTION (VHF) - direction from holding point - NW; direction of turn - LEFT on N side of NW crs Amon Carter, Tex ILS lclzr; time - one minute; minimum alt. 1900 feet.

(3) BEDFORD ILS LOM - direction from holding point - W; direction of turn - LEFT on N side W crs Bedford, Mass. ILS lclzr; time - one minute.

(4) BRIDGEWATER INTERSECTION - direction from holding point - W; direction of turn - LEFT on N side W crs Detroit, Mich LFR; time - one minute; minimum altitude - 2400 feet.

(5) PLEASANT LAKE INTERSECTION - direction from holding point - W; direction of turn - LEFT on N side 260° mag rad Detroit, Mich VOR; time - one minute; minimum alt. 2400 feet.

(6) NARROWS INTERSECTION - direction from holding point - S; direction of turn - RIGHT on E side S crs Birmingham, Ala. LFR; time - one minute; minimum altitude - 2700 feet.

(7) SQUANTUM (LFR) - direction from holding point - SE; direction of turn - RIGHT on NE side SE crs Squantum, Mass. LFR; time - one minute.

(8) DEDHAM INTERSECTION - direction from holding point - SW; direction of turn - LEFT on NW side 223° true rad Boston, Mass. VOR; time - one minute.

(9) EASTON INTERSECTION - direction from holding point - SW; direction of turn - RIGHT on SE side Boston, Mass ILS lclzr; time - one minute.

(10) WALLA WALLA, WASH. (LFR) - direction from holding point - S; direction of turn - LEFT on W side S crs Walla Walla, Wash. LFR; time - two minutes; minimum altitude - 3000 feet.

(11) HUECO MT., TEXAS FM - direction from holding point - E; direction of turn - LEFT on S side E crs El Paso, Tex. LFR; time - two minutes; minimum altitude - 7000 feet.

(12) OAKVILLE INTERSECTION - direction from holding point - E; direction of turn - LEFT on S side E crs Memphis, Tenn. ILS lclzr; time - one minute; minimum altitude - 1400 feet.

(13) OAKVILLE INTERSECTION (VHF) - direction from holding point - E; direction of turn - LEFT on S side E crs Memphis, Tenn., ILS lclzr; time - one minute; minimum altitude 1400 feet.

(14) NORTH CHATTANOOGA, TENN. MHW - direction from holding point - NE; direction of turn LEFT inbound crs (15°mag) 195° mag.; time - two minutes; minimum altitude - 2500 feet.

(15) CHATTANOOGA, TENN (LFR) - direction from holding point - NE; direction of turn - LEFT on SE side NE crs Chattanooga, Tenn. LFR; time - two minutes; minimum altitude - 2500 feet.

(16) CHATTANOOGA, TENN ILS OM - direction from holding point - NE; direction of turn - LEFT on SE side NE crs Chattanooga, Tenn. ILS lclzr; time - two minutes; minimum altitude - 2500 feet.

(17) DALLAS, TEXAS (LFR) - direction from holding point - S; direction of turn - RIGHT on E side S crs Dallas, Tex LFR; time - one minute; minimum altitude - 2000 feet.

(18) DUNCANVILLE VHF INTERSECTION - direction from holding point SW; direction of turn - RIGHT on SE side 193° mag rad Dallas, Tex VOR; time - one minute; minimum altitude - 2000 feet.

(19) DUNCANVILLE MHW - direction from holding point - S (176° mag); direction of turn-RIGHT inbound crs 356° mag.; time - one minute; minimum altitude - 2000 feet.

(20) EL PASO, TEX VOR holding pattern is redesignated as follows:
EL PASO VOR - direction from holding point - E; direction of turn - LEFT on S side 79° mag radial El Paso, Texas VOR; time - two minutes.

The following holding patterns are shortened to one minute patterns:

Salem, Mich. VAR	Detroit, Mich. LFR
Ann Arbor Intersection	Ford, Mich. RBN
Dundee Intersection	Milan Intersection
Scofield Intersection	Maidstone Intersection
Flat Rock Intersection	Grand Prairie, Tex MHW
	Ross Avenue Intersection (Dallas, Tex.)

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) VINEYARD INTERSECTION - intersection Quonset Point (LFR) SE crs and the Nantucket (VOR) en route radial to Riverhead (VOR).

(2) JESSEY INTERSECTION - intersection Nantucket (VOR) en route to Riverhead (VOR) with 195° mag. bearing from Vineyard Haven "MH" facility.

(3) GAP MIL LS INTERSECTION - Montebello, Va. (VOR) direct radial to Paynesville, W. Va., "H" facility with Pulaski, Va. 023° mag. radial.

(4) HORN INTERSECTION - intersection southeast course Keesler radio range and 219° mag bearing from Bay Minette radiobeacon.

(5) GOODWAY INTERSECTION - intersection NW course Pensacola LF radio range and 034° mag bearing from Bay Minette radiobeacon.

(6) SOUTH INTERSECTION - intersection of the front course of the Washington ILS and the southeast course of the Arcola L/MF range.

(7) WALNUT GROVE INTERSECTION - intersection Charleston, W.Va. VOR 048° mag radial with Parkersburg, W.Va., VOR 175° mag radial.

(8) RIKERS INTERSECTION - intersection La Guardia LFR SW course with Mitchel LFR northwest course.

(9) BENNETT INTERSECTION (VHF) - intersection of the 228° mag radial of the Akron,

Colorado VOR and the 087° mag radial of the Denver, Colorado VOR.

(10) IVYDALE INTERSECTION - intersection Parkersburg, W. Va., VOR 175° mag rad with Charleston, W. Va., VOR en route radial to Elkins.

(11) FLAT WOODS INTERSECTION - intersection Parkersburg, W. Va., VOR 145° mag radial with Elkins VOR en route radial to Charleston.

(12) PLEASANT LAKE, MICHIGAN (OMNI) INTERSECTION - intersection of the 350° mag. radial of the Waterville Omnirng and the 260° radial of the Detroit Omnirng.

(13) BRIDGEWATER, MICHIGAN, (OMNI LOW FREQUENCY) INTERSECTION - intersection of the 350° mag radial of the Waterville Omnirng and the W course of the Detroit low frequency radio range.

(14) CEDAR LAKE VHF INTERSECTION - intersection of the Hobbs, N.M., 074° mag radial and the Lubbock, Texas, 187° mag radial.

(15) PITTSBORO LF INTERSECTION - intersection of the southeast course of Greensboro, N.C., LF/R and the 260° mag bearing from the Raleigh, N. C., LF/R.

(16) DUNCANVILLE VHF INTERSECTION - (note: this in addition to existing Duncanville Intersection). The intersection of the Dallas 193° mag VOR radial and the Amon Carter Field southeast localizer course (129° mag).

(17) DUNCANVILLE MHW FACILITY.

(18) HUECO MOUNTAIN FM. - located on E course El Paso, Texas LF/R.

(19) CRAWFORD INTERSECTION - intersection of SW localizer course Columbus, Ga. ILS and NW course Columbus LF/R.

(20) OAKVILLE INTERSECTION - intersection of east course Memphis localizer and northeast course Memphis LF/R.

(21) OAKVILLE INTERSECTION (VHF) - intersection of east course Memphis localizer and Memphis VOR 340° mag radial.

(22) REID INTERSECTION (VHF) - intersection of Greensboro VOR 054° and Raleigh 312° mag radials.

(23) EMMETT INTERSECTION (VHF) - intersection of Tri-City east localizer course and Tri-City VOR 340° mag radial.

(24) GREY INTERSECTION - intersection of southwest course Tri-City LF/R and Tri-City VOR 275° mag radial.

(25) BRISTOL INTERSECTION - intersection of northeast course Tri-City LF/R and Tri-City VOR 340° mag radial.

(26) ABINGDON INTERSECTION - intersection of northeast course Tri-City LF/R and Tri-City VOR 030° mag radial.

(27) MURRAY INTERSECTION (LF) - intersection of southeast course Greensboro LF/R and southwest course Raleigh LF/R.

(28) NARROWS INTERSECTION - intersection of south course Birmingham LF/R and Anniston VOR 250° mag radial.

(29) BEDFORD INTERSECTION - intersection of east course Ft. Worth LF/R and northwest course Carter Field localizer (309° mag).

(30) BEDFORD INTERSECTION (VHF) - intersection of Ft. Worth VOR 069° mag radial and Carter Field northwest localizer course (309° mag).

(31) MARVYN INTERSECTION (VHF) - intersection of Columbus, Ga., VOR 258° mag radial and La Grange VOR 180° mag radial.

(32) ALVORD INTERSECTION (VHF) - intersection Wichita Falls 114° mag and Mineral Wells 015° mag radials.

(33) ALVORD INTERSECTION (LF) - Southeast course Wichita Falls LF/R and 017° mag bearing from Mineral Wells radio beacon.

(34) JOSHUA INTERSECTION (VHF) - intersection Ft. Worth 161° mag and Mineral Wells 111° mag radials.

(35) JOSHUA INTERSECTION (LF) - intersection south course Ft. Worth LF/R and 218° mag bearing from Grand Prairie radio beacon.

(36) MONAHANS INTERSECTION (VHF) - intersection Midland 223° mag and Wink 120° mag radials.

(37) GOODES INTERSECTION (VHF) - intersection Danville, Va. VOR 336° mag radial with 090° bearing to Lynchburg LFR station.

(38) GOODES INTERSECTION (LF) - Lynchburg LFR west course with Danville, Va. VOR 336° mag.

Effective immediately the following reporting points are to be cancelled or deleted:

(1) GOODES INTERSECTION - 211 true rad Montebello and Lynchburg LFR west crs.

(2) FAIRBANKS INTERSECTION (VHF) - intersection Houston 305° mag and Beaumont 254° mag radials.

(3) CLINTON INTERSECTION - intersection Houston 340° mag and Beaumont 254° mag radials.

(4) HUMBLE INTERSECTION (LF) - intersection Northeast course Richmond, Tex., LF/R and northwest course Galveston.

HUMBLE INTERSECTION (VHF) - intersection Houston 340° mag and Beaumont 267° mag radials.

(5) MARTIN INTERSECTION (VHF) - intersection Houston 008° mag and Beaumont 254° mag radials.

(6) ALVORD INTERSECTION INTEGRATED.- intersection southeast course Wichita Falls LF/R and Mineral Wells 015° mag radial.

Effective June 8, 1954 the following reporting points will be deleted:

(1) CARLIN BAY INTERSECTION (LF) - intersection of the south course of Coeur d' Alene LF and the east course of the Spokane, Wash., LF range.

(2) CARLIN BAY INTERSECTION (VHF) - intersection of the south course of Coeur d' Alene LF and the 072° radial mag of the Spokane, Wash. VOR.

(3) INDIAN GULCH INTERSECTION (LF) - intersection of the west course of Coeur d' Alene LF and the north course of the Spokane, Wash., LF range.

(4) ORLA INTERSECTION (LF) - intersection of the southeast course of Carlsbad LF and the west course of the Wink, Texas LF range.

(5) GRANITE INTERSECTION (LF) - intersection of the southeast course of Silver Lake LF and the east course of the Daggett, Calif. LF range.

The following name change effective immediately:

(1) KIRKWOOD LF INTERSECTION - Name changed to read: Barracks LFR.

AIR ROUTE TRAFFIC CONTROL BOUNDARY CHANGE: **Effective June 8, 1954, the Salt Lake - Los Angeles air route traffic control boundary on Amber 2 - Victor 21 is changed to 25 miles southwest of the Good Springs, Nevada "HW" facility.**

CONTROL ZONE AMENDMENT: **The temporary control zone at Biloxi, Miss. to read: that airspace within 3 miles either side of a direct line between the Keesler AFB and the Gulfport, Miss., Municipal Airport extending from the Keesler AFB control zone to include a 3 mile radius of the Gulfport Municipal Airport to be effective from 0001 CST, June 1, 1954 to 2400 CST September 15, 1954**

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISED AS AVAILABLE BEFORE ORDERING.

Albany	Cheyenne	WAC 264
Aroostook	Sioux City	WAC 265
Boston	WAC 193	
Casper	WAC 263	

A new edition (or new chart) for the charts listed below is now available for Issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Duluth	5-18-54	WAC 78	5-19-54	WAC 304	5-13-54
Fargo	5-13-54	WAC 186	5-13-54	WAC 305	5-14-54
Lake Superior	5-24-54	WAC 215	5-18-54	WAC 363	5-19-54
Lake of the Woods	5-13-54	WAC 216	5-21-54	WAC 404	5-14-54
Minot	5-14-54	WAC 268	5-24-54		
Twin Cities	5-21-54	WAC 269	5-19-54		

Instrument Flight Charts

released since May 10, 1954

AL 100 RNG Blair Co. Arpt.
AL 119 RNG Detroit-Wayne Arpt.
AL 134 RNG El Paso Int. Arpt.
AL 139 RNG Port Erie Arpt.
AL 188 RNG Olmstead AFB
AL 203 RNG Indianapolis Arpt.

(6-1-54)

AL 239 RNG Standiford Field
AL 255 RNG MCAS Miami
AL 342 RNG Chanute AFB
AL 369 RNG San Antonio Int.
AL 426 RNG Tri-City Airport
AL 447 RNG Westover AFB
AL 467 RNG Willow Run Arpt
AL 499 RNG Preston Glenn Arpt
AL 669 RNG N.A.S. Atlantic City
AL 804 RNG Friendship Int. Arpt.
RF/VOR 1
RF 14, 15, 24A,25,26,26B,34A,34B,49A
RF-VOR 14,15,24,24A,25,26A,26B.
RF Terminal Area Charts-Chicago, Dallas-Ft. Worth
RF Danger Area Charts - (S.E.)(S.Central)N.E.) (N. Central)
RF U. S. Check List
AL 848 RNG N.A.S. Pensacola
AL 159 ILS-2Meacham Field
AL 203 ILS-Indianapolis Arpt.
AL 239 ILS Standiford Field
AL 245 ILS Truax Field
AL 258 ILS-1 Midland Air Ter.
AL 301 ILS Will Rogers Field
AL 20 ADF Broome Co. Arpt.
AL 203 ADF Indianapolis Arpt.
AL 250 ADF-1 Cedar Rapids Arpt.
AL 245 ADF Truax Field
AL 258 ADF Midland Air Ter.
AL 453 ADF McConnell AFB
AL 651 ADF Westchester Co. Arpt.
AL 866 ADF-1 Greater-Ft. Worth Int.
AL 10 VOR Albany Arpt
AL 19 VOR Amarillo Air Ter.
AL 37 VOR Harbor Field
AL 134 VOR El Paso Int. Arpt.
AL 177 VOR Great Falls Mun.
AL 198 VOR -1 Houston Arpt.
AL 203 VOR Indianapolis Arpt.
AL 207 VOR Imeson Airport
AL 222 VOR Lake Charles AFB
AL 364 VOR Salt Flat Field
AL 449 VOR Palm Beach AFB
AL 453 VOR McConnell AFB
AL 667 VOR Mason City Arpt
AL 870 VOR Angelina Co. Arpt.
AL 913 VOR Gallaway Airport
OP 245 Truax Field
OP 582 Seattle-Tacoma Intl.

NEW CHARTS

AL 79 ILS-1	Chattanooga, Tenn.	Lovell Field
AL 79 ILS-2	Chattanooga, Tenn.	Lovell Field
AL 119 ILS	Detroit, Michigan	Detroit-Wayne Major Airport
AL 174 ILS	Grand Rapids, Mich.	Kent County Airport
AL 180 ILS	Greenville, S.C.	Greenville Airport
AL 222 ILS	Lake Charles, La.	Lake Charles AFB
AL 258 ILS-2	Midland, Texas	Midland Air Terminal
AL 327 ILS	Pocatello, Idaho	Phillips Field
AL 411-ILS-2	Syracuse, N.Y.	Hancock Airport
AL 650 ILS	Wheeling, W. Va.	Wheeling-Ohio County Airport
AL 119 ADF	Detroit, Michigan	Detroit-Wayne Major Airport
AL 174 ADF	Grand Rapids, Mich.	Kent County Airport
AL 250 ADF-2	Cedar Rapids, Iowa	Cedar Rapids Airport
AL 327 ADF	Pocatello, Idaho	Phillips Field
AL 341 ADF	San Antonio, Texas	Randolph AFB
AL 351 ADF	Rochester, N.Y.	Rochester-Monroe County Airport
AL 479 VOR	Morgantown, W. Va.	Morgantown Airport
AL 588 VOR	Butte, Montana	Butte Airport
RF/VOR 3		

DISCONTINUED CHARTS

Note: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 419 RNG	Terre Haute, Indiana	Cox Airport
	(Procedure cancelled 5-10-54 - CAA)	
AL 554 RNG	Rodeo, N. Mexico	Rodeo International Field
	(Procedure cancelled - effective 5-3-54 - CAA - 5-20-54)	
AL 106 ILS-1	Dallas, Texas	Love Field
	(Localizer and Glide Slope shut down - Tel. 5-20-54)	

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of bends and roughness.

BAY MINETTE-RADIO: About May 31, MHW fac will be shut down until approx June 7 - class change to HW and freq change to 248 kc.

BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035-075° clockwise thru 175-195° clockwise thru 265° useable. Arpt apch course useable within 15 mi, other course not useable due to roughness and bends. (4-23)

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.(2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Effect. Mar 29, courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°;255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only. About June 8, LF rng will be perm. decmsnd. (4-30)

rrMONTGOMERY-RADIO: May 18, DME at VOR site flgt-checked and cmsnd. Coverage 2000' MSL 50 mi 300° thru N to 130°. 1500' MSL 50 mi 230° thru W to 300°. 1500' MSL 40 mi 130° thru S to 230°. (5-20)

MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const.(3-16)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers are unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)

rrDOUGLAS-RADIO: Effect. June 8, LF rng, voice feature and Z mrkr will be perm decmsnd. Concurrently, J fac will be established, transmitting on freq 379 kc. (5-6) May 18, trans freq 122.2 mc cmsnd.

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PAYSON-RADIO: About July 6, MH fac will be perm discontd. (5-13)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)

PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.

**SHOW LOW ARPT: Unattended. (5-7)

**TEMPE, BCN SITE 0, PHX-ELP: Effect.June 8, bcn site will be discontinued. (5-17)

ARIZONA: TUCSON-RADIO: Only VOR arwy radials fltg-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N,E and S. (8-28) About June 10, FL rng will be shut down for indefinite period - relctn. (5-11)

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliabl reliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) UHF/DF inop 0800-0900 each wed. (2-3)

WINSLOW-RADIO: About July 6, MHW fac will be perm discontd. (5-13)

**WINSLOW-LEUPP JUNCTION ARPT: Abandoned. (5-21)

★YUMA COUNTY AFB-RADIO: USAF VHF/DF also opers 121.5 mc. (5-27)

YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: **BENTONVILLE ARPT: Fld lgts inop. (5-12)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

LITTLE ROCK-ADAMS FLD: Rnwy 4-22 clsd - resurfacing. (5-24)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)

WALNUT RIDGE-RADIO: VOR radials 290 - 320° and 120-150° have severe bends and course roughness. (5-14) About June 8, LF rng will be decmsnd. (4-17)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: May 1 to Sept 1, equip on fld. (5-18)

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°, radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

★BLYTHE-RADIO: May 20 DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 150° thru 360° and 90° to 150° at 6000' MSL; 50 mi 150° to 165° at 4000' MSL; 45 mi 165° to 188 at 7000' MSL; 30 mi 189° to 200° at 6000' MSL; 45 mi 200° to 220° at 6000' MSL; 50 mi 220° to 293° at 9000' MSL; 30 mi 293° to 310° at 9000' MSL; 40 mi 310° to 327° at 9000' MSL.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CORNING ARPT: Strip unsafe - mud. (2-3)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Course 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

EUREKA COUNTY ARPT: Effec. May 28 all lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6)

★FRESNO-RADIO: May 25, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi as follows: 12,000' MSL 320° thru N and E to 105°; 3000' MSL 105° to 180°; 7000' MSL 180° to 240°; 3000' MSL 240 to 285°; 2000' MSL 285° to 320°. (5-27)

**FRESNO AIR TERMINAL: Effect. May 4, righ tfc patterns for rnwys 29 and 25. (4-3)

**GARDENA VALLEY ARPT: Abandoned. (5-29)

GASQUET ARPT: N side of strip clsd-const.

KING CITY ARPT: Rnwy lgts inoperative. (5-15)

LONG BEACH-RADIO: About June 1, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW.

LONG BEACH ARPT: Tfc ctl twr will be relcted in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (5-21)

CALIFORNIA: MERCED-CASTLE AFB-RADIO: USAF LF rng receives interference from Stockton rng. (2-2)

NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.

OAKLAND: Tfc operg between E and W shores San Francisco Bay continues to increase. Pilots proposing transbay flgt should ascertain that VFR weather exists within entire areas of both San Francisco and Oakland Control Zones or should obtain air tfc control clearance for flgt within a control zone when weather less than VFR. Ceiling and visibility mid bay is frequently less than over land at the two terminals. Precaution is urged so as to avoid hazardous tfc situation within this congested area. Tfc operg in VFR weather should avoid flying in vcnty of Alameda NAS. Extensive tfc including jet type acft operate in tfc pat from surfact to 2000' within a radius of 2 miles of the stn. Precaution urged to avoid hazardous tfc conditions in this area. (1-14) March 13, Transocean inaugurated experimental tests new type anti-collision lgtg sys. Hi-intensity white Strobe lgts mounted top and bottom aft sections DC-4 acft. Opern lgts convey impression pulses lgt moving aft to forward, 30 cycles/minute. Evaluation tests until approx July 31 in Pacific Ocean Area and continental U. S. (4-21)

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26)

PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. (6-6)

PASADENA-ROSEMEAD ARPT: Paving const will be in progress NW of Rnwy commencing May 24th and contg during daylgt hrs approx one month. (5-18)

★POTERVILLE ARPT: Electric Ear controlling lgts, inop.

★RED BLUFF-RADIO: DME at VOR site operg on test basis. (5-28)

**RIDGECREST-DAVIS ARPT: Lngst rnwy & facs: 26-L4-S5. Chg rem to: P-line ENE. (4-7)

SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-11)

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable up to 15 mi. (5-10)

★SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt. (3-16) About July 6, LF rng will be perm discontd. (5-13) May 25, DME at VOR site flgt-checked and cmsnd. Coverage at 7000' MSL 30 mi 20°-44°; 20 mi 44°-49°; 30 mi 49°-90°; 50 mi 90°-130°; 30 mi 130°-145°; 20 mi 145°-153°; 30 mi 153°-180°; 50 mi 180°-225°; 5000' MSL 50 mi 225°-300°; 7000' MSL 50 mi 300° thru N to 20°. (5-28)

SAN DIEGO-RADIO: VOR has lft to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO ARPT: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. Acct unequal settlement a hump of 5'' rise in 75' to peak then pavement surface sloping 5'' in 75' to level pavement grade has developed across Rnwy 10L-28R, 3000' from W end of Rnwy. (2-3)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable, Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Caution-southeastern half of Rnwy 3-21 torn up for renovation.

SILVER LAKE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (5-5)

STOCKTON ARPT: All rnwys and taxiways open except Rnwy 11-29, avail. with caution daylgt hrs. Rnwy 16-34 lgtd. (3-26)

THERMAL-RADIO: About July 6, LF rng and Z mrkr will be perm discontd. (5-24)

UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)

★VAIL LAKE-RADIO: USAF H fac cmsnd. Freq: 353 kc. Ident: VLK. Lctd at lat 33-27-51, long. 116-54-46. Class: HW. Vail Lake Fan Mrkr cmsnd at same lctn, Bone shaped ident: 3 dashes. (5-19)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2)

COLORADO: COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (5-23)

★DENVER-RADIO: May 26, trans & rcvr 255.4 mc cmsnd.

★DENVER AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Radar Flgt Advisory Service is now avail. within the Denver ARTC and Flgt Advisory Area as described in Airgi Vol. 9, No. 5 dated May 18, 1954, page 3. (5-26) May 26, trans & rcvr 301.4 mc cmsnd.

(6-1-54)

COLORADO: DENVER-STAPLETON FLD-TOWER: Interference from Las Vegas, N. Mex., LF rng on 359 kc causes serious reception problem when using Denver ILS LOM. Use caution. (3-5) About June 7, ILS LOM freq 359 kc will be changed to 362 kc. (5-24) FLD: Rnwy 8L-26R closed to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Heavy air tfc N and E due to extensive instrument trng. Segmented circle and lgtd controllable lndg direction indicator now in opern, lctd 800' E of the N/S Rnwy near center of arpt. Flashing amber lgt in segmented circle indicates right hand tfc. (5-27)

GRANBY ARPT: Closed. (9-23)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

PUEBLO #2 ARPT: Equip. on fld-days. Lndg acft ctc Pueblo #1 Arpt. Ruf. (12-29)

RATTLESNAKE BUTTE BCN SITE 50, ELP-PUB: Effect. June 8, bcn site will be discontd.

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Pilots using fld do so at their own risk. (4-1)

HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close rnage, due local interference. (11-16) DME at VOR site shut down. (3-16)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

★NORWICH-RADIO: May 27, VOR monitor, category changed to (1) and Class to BVOR.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: **HARRINGTON ARPT: ENE/WSW Strip plowed up. (5-13)

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: About June 1, ILS will be shut down until approx June 5 - freq changes: Lclzr 109.7 to 110.3 mc; glide slope 333.2 to 335.0 mc

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C. G and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)

FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.

KEY WEST-MEACHAM FLD: Caution advised due 600' extension to apch end Rnwy 8 in progress. (4-5)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution- E crs below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs. (6-26)

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)

LAKELAND-RADIO: VOR, freq 116.0 mc, ident LAL, lctd at lat 27-59-09, long. 82-00-51 operg on test basis without voice. (5-18)

MIAMI: Flights thru D-169 prohibited below 26,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passanger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear, from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.

**ORLANDO ARPT: 371' (476' MSL) lgtd twr erected 4.2 mi W (270°T) at lat 28-33-17; long. 81-24-42. (5-12) Rnwy 10R-28L closed all ngt operns. (9-4)

FLORIDA: ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi. (9-4)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

**PENSACOLA: Effect. June 4, Aerial gunnery, anti-acft and surface firing will be conducted within the following revised Warning Area W-155: Bounded on E by long. 86-48-00; on W by long. 88-01-30; on S by a line parallel to and two nautical mi N of Control Area No. 1218 and the New Orleans Oceanic Control Area: on N by a line parallel to and 3 nautical mi from shore line, excluding the control area extension predictated on S course of the Pensacola LF rng. Altitude: Surface to unlimited. Time of Use: Daylgt hrs under VFR. Using Agency: Chief of Naval Air Basic Training, Pensacola, Fla. (5-4) Effect. June 8, Caution Area C-146 is amended to exclude those portions overlapping redesignated Green Civil Airway No. 6. (5-11)

★PENSACOLA-HAGLER FLD-TOWER: May 24, ILS LMM flgt-checked and cmsnd. Freq: 375 kc. Ident: NS. Lctd at lat 30-29-20, long. 89-11-36.

**PENSACOLA-PANAMA CITY: Effect. June 4, Warning Area W-341 is rescinded. (5-4)

ST. PETERSBURG-WHITTED/CGAS ARPT: NW/SE Rnwy taxi use only. Caution- N/S and NE/SW Rnwys-const E side of fld. (11-23)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other course not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)

★TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. Trans & rcvr freq 121.5 mc cmsnd. (5-24)

★TAMPA RADAR APPROACH CONTROL CENTER-RADIO: Trans & rcvg freqs 142.02, 225.4 and 243.0 mc cmsnd. (Correct Airgi Vol. 9, No. 5 pages 3 and 10 by deleting trans & rcvg freq 255.4 mc at RAPCON Center.) (5-24)

**VENICE-STATE ARPT: ABANDONED. (4-30)

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.

WHITING: Effect. June 8, Caution Areas C-144 and C-145 be amended to exclude those portions overlapping redesignated Green Civil Arwy No. 6. (5-11)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adj to following courses: 20, 85, 205, 279, 320° from stn. (6-5)

ALBANY-TURNER AFB-RADIO: USAF UHF/DF avail on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)

ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness - Caution.

★AUGUSTA-BUSH FLD-TOWER: ILS lclzr back course usable 40 mi at min instr alt. (5-26)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)

SANDERSVILLE-WASHINGTON COUNTY ARPT: Clsd-const. Men and equip on fld. (3-15)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)

CAYUSE CREEK USFS ARPT: Closed-const. (8-12)

COEUR D' ALENE-RADIO: Effect. June 8, LF rng and Z mrkr will be prm decmsnd. (5-6)

JEROME-COUNTY ARPT: Closed.

MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)

MOUNTAIN HOME: Effective May 29 thru June 26, temporary Controlled Firing will be conducted in following described area: Beginning at lat 43-22-00, long. 116-08-00; thence to lat 43-13-00, long. 116-00-00; to lat 43-07-00, long. 116-12-00; to lat 43-17-00, long. 116-19-00; to lat 43-22-00, long. 116-19-00; thence to point of beginning. Altitude: Surface to 14,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Artillery firing (gun, 45mm, 75mm, 76mm; mortar, 81mm; Howitzers 105mm and 155 mm). Controlling Agency: Idaho National Guard - May 29 thru June 12; Nevada National Guard - June 12 thru June 26. (5-18)

MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 mi at min terrain clearance alt. (5-18)

TWIN FALLS ARPT: Rnwy 12-30 clsd - open trenches across end rnwy. (5-12)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW,SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)

BRADFORD-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

CENTRALIA ARPT: N/S gravel strip under const - use caution. (1-21)

**CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 626' lgtd twr erected 20 mi WSW (260° T) at lat 39-59-26, long. 88-37-53. (5-21)

CHICAGO-RADIO: LF rng has multiples on NW course.

★CHICAGO-MEIGS FLD-TOWER: Trans & rcvrs 126.18 and 121.5 mc cmsnd. (5-21) Effect. June 1, twr hrs of opern: sunrise to 2100. (5-27) FLD: Fld will be clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, fld clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, fld clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25mph, fld clsd to all acft. Equip. E side rnwy.

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portions of all outer ramps. All pilots use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg, also ramp area N of Tiger-Slick hangar. (5-21)

CHICAGO HEIGHTS-RADIO: VOR sourses usable at min alts to 40 mi clockwsie from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50° to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL.

**EFFINGHAM-COUNTY MEMORIAL ARPT: 300' lgtd twr erected 5 mi NNW (25° T) at lat. 39-07-54, long. 88-29-30, (5-14)

**FAIRFIELD ARPT: New Field: Type: P. Lctn: 2W. Elev: 416'. No. of rnwys: 1. Lngst rnwy & facs: 26-S2. Fuel: Fl. Remarks: Ruf. (5-19)

**FAIRFIELD-O.K. MOTORS ARPT: Abandoned. (5-19)

**JACKSONVILLE ARPT: ABANDONED April 1. (4-19)

LACON-MARSHALL COUNTY ARPT: Closed to trans. acft - construction. (4-22)

**MT. CARMEL-BECKERMAN FLD: NW/SE strip abandoned. (4-15)

SPRINGFIELD-CAPITAL ARPT: June 9 thru June 30, no military maintenance or service fac by Air National Guard avail. (4-27).

INDIANA: **BLOOMINGTON-VETERANS ARPT: Abandoned. (3-24)

DYER-TRIANGLE ARPT: E/W Strip clsd - construction.

EVANSVILLE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. Also Princeton fan mrkr on N course LF rng will be discontd. (4-16)

FORT WAYNE-BAER FLD: First 1800' Rnwy 4 clsd. This is newly constd extension to Rnwy 22-4. (5-25)

GARY ARPT: 6600' North, elec generating stn bldg under const at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320. and 125° high. 160' (748'MSL) lgtd smoke stack. (5-17)

GOSHEN-RADIO: DME 2000' MSL coverage 50 mi, 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173 to 310°. 2300' MSL 40 mi coverage 46° to 145°.

**GREENFIELD-POPE FLD: Abandoned. (5-28)

INDIANAPOLIS-RADIO: Effect. June 8, Greenfield FM on E crs and Greencastle FM on SW course LF rng will be perm discontd. (4-16)

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)

LA FAYETTE - RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd.

**LA FAYETTE-ARETZ ARPT: N/S Rnwy permanently discontinued. (5-2)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

**SCOTTSBURG-AIR HARBOR ARPT: ABANDONED. (5-17)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.

TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy - const. (5-26)

IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

BURLINGTON-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp Rnwy 12. (10-29)

INDEPENDENCE ARPT: N/S strip closed. (4-9)

**IOWA CITY-INDIAN LOOKOUT ARPT: Abandoned. (5-19)

MASON CITY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

OTTUMWA-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**WAVERLY-EVANS ARPT: Abandoned. (4-26)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Closed. (3-29)

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

DODGE CITY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

**HOISINGTON ARPT: Abandoned. (4-13)

HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)

KANSAS CITY-FAIRFAX ARPT: Use precaution in vcnty of jet acft blast. (4-13)

LEBO-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)

**NILES-SKY RANCH AIRPARK: Abandoned. (4-22)

PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla. H fac. (3-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final apch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)

ULYSSES ARPT: All strip lgts inop. (4-29)

**VALLEY CENTER-HARRISON ARPT: New Fld. Type: P. Lctn: 1.5 N. Elev: 1340'. No. of rnwys: 1. Lngst rnwy & facs: 18. Fuel: F2. Remarks: N blkd; p-line, rolling, ruf. (5-19)

WICHITA-RADIO: Effect. June 8, Towanda FM on NE course, Oxford FM on S course and Viola FM on SW course LF rng will be perm discontd. (4-16)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc. Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Trans 3023.5kc; 122.5 mc. Listen 278kc; 119.5 mc or rng voice channels. (4-28)

KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.

CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

KENTUCKY: FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-RADIO: March 27, DME shut down. (3-29)

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution. About June 16, NW course LF rng will be realigned from 124° to 113°. (5-21)

**BATON ROUGE-RYAN ARPT: 139' (210 MSL) lgtd water tank 4 mi N (10°T) at lat. 30-35-14; long. 91-08-53. (5-25) Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23; long. 91-13-37. (12-22) Taxiway between W ramp and center intxns of rnwys clsd. (5-10)

HAMMOND ARPT: Beacon inoperative. (5-25)

**JENNINGS ARPT: 89' (114' MSL) lgtd twr erected 2 mi SE (140°T) at lat. 30-13-04; long. 92-38-51. (5-19)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°. (4-14)

**NEW IBERIA-IBERIA PARISH ARPT: 289' (299' MSL) lgtd twr erected 4 mi SE (115°T) at lat. 30-01-58; long. 91-49-18. (5-19) Rnwy lgts inop. (10-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: About June 1, ASR will be cmsnd. (5-17)

SHREVEPORT-RADIO: About June 16, S course LF rng will be realigned from 339° to 352°.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11). VHF/DF unreliable below 2500'. (9-29)

**SHREVEPORT-DOWNTOWN ARPT: 230' (430' MSL) lgtd twr erected 3 mi SW (235°T) at lat. 32-30-26; long. 93-46-53. (5-21)

TALLULAH-SCOTT ARPT: N/S Rnwy under const. Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (7-31)

MAINE: ✱AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt. May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt.

BANGOR-RADIO: VOR radials usable dist clookwise 360° - 50°, 20 mi; 50° - 240°, 30 mi; 240° - 260°, 25 mi at min en route instr alt.

BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)

BREWER ARPT: N/S strip open, remainder of fld clsd due to thaw. (4-26)

✱KENNEBUNK-RADIO: May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi min enroute instr alt. (5-26)

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)

MILLINOCKET ARPT: Rnwy lgts Rnwy 11-29 operg xcpt 12 units. Ctn-when using apron - patches, broken pavement. Strips ruf. (5-28)

PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150 - 240°, 40 mi; 290 - 30° 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.

ROCKLAND ARPT: Caution - Rnwy 3-21, S Taxiway and Ramp clsd-const. (5-18)

WINTERPORT-FERNALD ARPT: Caution-hold in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf - land on central 25' section.

MARYLAND: **ANNAPOLIS-LEE ARPT: NNE/SSW Strip abandoned. (5-17)

✱BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29) May 26, DME at VOR site flgt-checked and cmsnd. Coverage 40 mi at min enroute instr alt.

BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: About June 1, ILS lclzr will be shut down until approx June 5 and glide slope until June 10 - freq changes; lclzr 110.3 to 109.7 mc; glide slope 335.0 to 333.2 mc. (4-29) FLD: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.

CAMP SPRINGS-ANDREWS AFB RADIO: USAF VHF/DF unreliable beyond 50 mi inbound headings 015 - 245° clockwise at 4500' MSL; 245-330° clockwise at 3500' MSL; 300-350° clockwise at 2000' MSL; 350-105° clockwise at 3000' MSL. (3-17)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

**BILLERICA-SHAWSHEEN PINES ARPT: Abandoned. (4-30)

BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: 1250' E end Rnwy 11-29 clsd xcpt for taxiing from 0001 May 22 until 2400 Dec 1, - const. on apch E end Rnwy 29. (5-21)

✱BOSTON-LOGAN ARPT-TOWER: Apch ctl utilizes radar to effect ctl and separation of IFR tfc arriving arpt. (5-24) About June 7, ILS lclzr will be shut down for approx 3 days - modernization. (5-7) FLD: Rnwy lgts first 1650' of Rnwy 4R serving in lieu of apch lgts show aviation red on left side and amber on right side. Mil trans acft storage facilities not avail and parking area lmtd and unguarded. Jet take-offs prohibited from Rnwy 33. Obstn lgts on 174' stack 1.5 mi WSW inop. Swale 7'' deep in pavement 8' inside of Rnwy lgts on Rnwy 4R, at NE quadrant of intsxn Rnwy 9. Due to non-visibility, twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12)

BOSTON-REVERE SEAPLANE BASE: Closed-const.

**DALTON ARPT: Abandoned. (3-26)

**HYANNIS-BARNSTABLE ARPT: 150' lgtd water twr under const off end Rnwy 29 - crane above extending to 195'. (5-31)

✱NANTUCKET-RADIO: May 20, VAR on 109.1 mc perm decmsnd. DME shut down. (4-9) May 28, voice fac cmsnd. Class: BVOR.

**NANTUCKET-MEMORIAL ARPT: 67' lgtd pole on Shawaukema Hill 1.7 mi NE at lat 41-15-30; long. 70-03-30; (25°) from rnwy 24. (5-20)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12)

ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing June 20, July 18, August 22, September 19, October 24, - marker will be displayed. (5-4)

**SEEKONK-PROVIDENCE ARPT: Abandoned. (3-24)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)

**DETROIT-HANCE ARPT: Abandoned. (3-27)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT-TOWER: About June 11, twr freq 126.18 will be changed to 137.88 mc. (5-24) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip on fld days.

FLINT-RADIO: About July 6, BMH fac will be perm discontd. (5-17)

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.

**GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Rnwy 9 clsd to E lndgs all acft when winds prevail less than 30 MPH. Rnwy 27 clsd to W take-off when winds prevail less than 30 MPH. (5-26)

MICHIGAN: **JACKSON-REYNOLDS ARPT: Rnwy 9-27 unserviceable acft heavier 12,000 lbs. LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14) MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21) MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

*OSCODA-WURTSMITH AFB-RADIO: USAF VHF/DF reliable at 2500' and 50 mi. (8-31) USAF UHF/DF cmsnd. Freq: 305.4 mc. Call: Wurtsmith DF. Hrs of opern: 0700-2200, 5 min notice other hrs. (5-26)

SALEM-RADIO: About June 1, VAR will be shut down - conversion to VOR. (5-31) SAULT STE MARIE-RADIO: About June 11, LF rng class will be changed from SBMRAZ to SBRAZ and freq from 356 kc to 400 kc. (5-24)

*SAULT STE MARIE-KINROSS AFB-RADIO: USAF VHF/DF avail on req thru twr. (5-19)

MINNESOTA: DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23) DULUTH ARPT-TOWER: About June 15, trans & rcvg freq. 126.18 mc will be decmsnd. (5-27) FLD: 3' stakes marking all rnwy and taxiway lgts. MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg. THIEF RIVER FALLS ARPT: Bcn and NW/SE Rnwy lgtd from dusk-midnight. (4-22) WILLMAR-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy. CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12) GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19) GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

*JACKSON-RADIO: May 20, DME at VOR site flgt-checked and cmsnd. Coverage 1800' MSL 50 mi 45° thru E to 135°. 2000' MSL 50 mi 135° thru S to 225°. 1500' MSL 50 mi 225° thru W to 315°. 1700' MSL 50 mi 315° thru N to 45°. (5-20)

*McCOMB-RADIO: May 27, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 90° thru S to 270° at 7000' MSL; 50 mi 270° thru N to 90° at 2000' MSL. McCOMB-PIKE CO. ARPT: Intersection rough - use with caution. (5-25) MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, ILS LMM shut down until approx June 18 - relctn. (5-25)

**NATCHEZ-ADAMS COUNTY ARPT: UNICOM operg daily 0700-2100 on 122.8 mc. (5-25) VICKSBURG ARPT: Flashing angle of apch indicator lgts on N/S Rnwy oper on test-basis. Lgts lctd in line of rnwy lgts 500' from rng lgts and to left of plane making an apch. Appears greenwhenglide correct, amber or yellow when glide high and red when glide low. Effect. May 31 arpt clsd - rnwy repairs. (5-25)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft-pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13) ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24) JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd. JOPLIN-RADIO: Effect July 6, LF rng and Z mrkr will be perm discontd. (4-16) KANSAS CITY RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16) About June 1, VOR will be shut down for approx 3 days - construction. (4-23) Effect. June 8, De Soto FM on SW course LF rng will be perm discontd. (4-16)

*KANSAS CITY ARPT-TOWER: About June 7, ASR will be shut down until approx July 7 - modification. (5-5) ASR utilizes freqs 112.1 and 257.8 mc. (5-27) FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6) KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operating in vicinity. (4-20) KIRKSVILLE-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16) MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (3-19) MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (2-25)

**NEW FLORENCE-BOONE'S ARPT: ABANDONED. (5-3) ST. JOSEPH-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16) ST. LOUIS-RADIO: Effect. June 8, the Jerseyville, Ill. FM on N course and the Spanish Lake, Mo. FM on E course LF rng will be perm discontd. (4-16)

** ST. LOUIS-LAMBERT FLD-TOWER: About June 15, ASR will be cmsnd. Trans: 209, 278 kc; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc. Rcvs: 3023.5 kc; 122.5, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc. Does not gd 110.3 mc. (5-28) FLD: 679' TV twr being erected March 29, 9.5 mi SE (150°T) at lat 38-37-41, long. 90-16-09. (4-27) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00, long. 90-23-00. (4-29) ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10) ST. LOUIS-SMARTT ARPT: Auto races Sundays. SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20) WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: *BILLINGS-RADIO: May 23, DME at VOR site flt-checked and cmsnd. 50 mi coverage as follows: 350° thru 80°, 5000' MSL. 80° thru 130°, 8000' MSL. 130° thru 270° 9000' MSL. 270° thru 350° 8000' MSL. (5-23) BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL. BOZEMAN ARPT: ABANDONED. (4-18)

*BUTTE-RADIO: May 13, DME at VOR site flgt-checked and cmsnd. 9000' MSL coverage 40 mi 317° - 352°. 10,500' 40 mi 352° - 20°; 30 mi 20° - 80°; 50 mi 80° - 118°. 11,000' 40 mi 118° - 135°. 11,500' 50 mi 135° - 157°. 11,000' 40 mi 157° - 164°. 30 mi 164° - 176°. 10,500' 20 mi 176° - 198°. 11,000' 30 mi 198° - 220°. 40 mi 220° - 248°; 30 mi 248° - 264°; 40 mi 264° - 317°. (5-15) CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain. DILLON-RADIO: VOR radial 146° usable to 45 mi. DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

*GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013° - 260° below 10,000; 259° - 012° below 7000'. (4-8) USAF VHF/DF does not oper on 132.66 mc. (5-19) HELENA: Effect. June 20 thru 27 temporary Controlled Firing Area will be established in the following described area: bounded on N by lat 46-53-00; S by lat 46-42-00; E by long. 112-02-00; W by long. 112-12-00. Altitude: Surface to 15,000' MSL. Time of use: Daytime only. Activities conducted: Artillery firing, 105 & 155 mm Howitzers and 76 mm guns. Controlling Agency: Montana National Guard. (5-18) HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**HELENA ARPT: Rnwy 11-29 restricted to 70,000 lbs gross wt.; 5-23, 7-25 to 3500 lbs. (5-5) LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. (5-17)

*MILES CITY-RADIO: May 23, DME at VOR site flgt-checked and cmsnd. 50 mi coverage as follows: 20° thru 70°, 4300' MSL. 70° thru 220°, 6000' MSL. 220° thru 255°, 5000' MSL 255° thru 285°, 8000' MSL. 285° thru 20°, 6000' MSL. (5-23) VOR flgt-checked for en route arwys use only at min instr alts.

MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

MONTANA: ✱MULLAN PASS-RADIO: LF rng operg as BHZ fac for indefinite period. (3-26) DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 340° thru 300° at 9000' MSL; 40 mi 300° thru 340° at 9000' MSL. (5-21)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W Strip clsd ngt lngds, open days to lndgs for lgt acft.
**CHADRON-O & N ARPT: Delete UNICOM from Directory of Airports. (4-6)
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
✱LEXINGTON-RADIO: VOR has moderate course bends between 110° and 140°. May 25, VOR and DME perm discontd. Class: TVBJ. (5-27)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
**MINDEN ARPT: 581' (2796 MSL) lgtd twr erected 8 mi WSW (255° T) at lat 40-29-43, long. 99-05-01. (5-25)
**NELIGH ARPT: 24' clear beacon, 12 rpm, commissioned. (5-24)
OMAHA-RADIO: Pattern of Glenwood, Iowa FM on SE course LF rng, displaced to the S. Effect. June 8, Glenwood, Iowa FM on SE course LF rng will be perm discontd. (4-16)
OMAHA ARPT-TOWER: About June 14, ILS lclzr and glide slope will be shut down until approx June 24 - major maintenance. (5-27)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: Effect. June 8, H fac will be perm discontd. (4-16)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 12,000' MSL. 40 mi N to E; 30 mi E to 125°; 20 mi 125° to 170°; 40 mi 170° thru S to 240°; 20 mi 240° thru W to 300°; 50 mi 300° thru N. (5-7)
ELY ARPT: Construction on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and Sunrise Mountain at 4500' MSL.
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: DME coverage 12,000' 35 mi 5°-30°; 12,000' 40 mi 30°-60°; 12,000' 30 mi 60° thru E to 160°; 10,000' 50 mi 160° thru S to 240°; 12,000' 40 mi 240° thru W and N to 5°
RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL. DME coverage 10,000' 50 mi 45 to 75°; 12,000' 30 mi 75° thru E to 110°; 13,000' 50 mi 110° to 180°; 13,000' 30 mi 180°-200°; 13,000' 20 mi 200°-240°; 11,000' 40 mi 240° thru W to 280°; 11,000' 50 mi 280°-350°; 12,000' 40 mi 350° thru N to 45°. (5-7)
RENO ARPT: Rnwy 3-21 clsd - parked acft. (12-18)
SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30) DME coverage 10,000' MSL 50 mi 345° thru N to 15°; 12,000' 30 mi 15° thru E to 160°; 10,000' 50 mi 160° thru S to 210°; 12,000' 30 mi 310°-250°; 12,000' 40 mi 250° thru W to 345°. (5-6) Soon VOR and DME will be shut down for repairs.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord 800 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capitol 5-6151 or acft in flgt call Concord Rdo.
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways. (4-29)
**CONWAY-VALLEY ARPT: Abandoned. (5-17)
NASHUA-BOIRE FLD: Safety strips SW side of rnwy unsafe - mrkd. Flags are at or above propeller level - caution. (4-27)
NASHUA-GATE CITY ARPT: Closed - construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060° 2500' 30 mi from 060° thru 180° to 270°; 4000' 20 mi from 270° to 330°. VOR usable dist clockwise 200° to 60°, 25 mi; 60° to 200°, 30 mi at min en route instr alt. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
COLTS NECK-RADIO: DME coverage 50 mi at min en route instr alt. (4-29)
**MAYS LANDING-ATLANTIC AIRPARK: PRIVATE - closed to public. (3-30)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-21)
NEW JERSEY: NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
NEWARK ARPT-TOWER: DME at ILS glide slope site coverage 20 mi at min instr alt. FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable ldng area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250° E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special request. Equip. on fld- days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet.fighter type aircraft. (10-16)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169°-319° below 16,000'. (2-3)
★ALBUQUERQUE-KIRTLAND ARPT-TOWER: May 24, trans & rcvr 243.0 mc cmsnd.
**ALBUQUERQUE-KIRTLAND AFB: Rnwys 8-26 and 11-29 clsd - const. (4-17) Bldgs and p-line poles lctd apch end Rnwy 21. Caution-lndg on Rnwy 21. (4-21)
CARLSBAD-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (5-19)
✱CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16) USAF H fac class changed to HW. (5-25)
✱COLUMBUS-RADIO: May 19, DME at VOR site flgt-checked and cmsnd. 10,000' MSL coverage 50 mi 216° thru 360° to 79°. Coverage in Mexico not checked. (5-22)
GALLUP: March 8 thru Sept 8, demolition activities in progress sunrise to sunset Mon thru Fri, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
RODEO-RADIO: About June 8, LF rng and Z mrkr will be perm decmsnd. (4-27)
RODEO ARPT SITE 26A, PHX-ELP: June 8, will be abandoned. (5-15)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daily, sunrise to sunset. AVOID THIS AREA.
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
TURKEY MTN. BCN SITE 37, ELP-PUB: Effect. June 8, bcn site will be discontd. (5-14)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
✱TRUTH OR CONSEQUENCES-RADIO: Correct LF rng lat 33-13-22, long. 106-58-32. Correct VOR lat 33-16-57, long. 107-16-49. (5-25)
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: ALBANY-RADIO: DME 6000' MSL coverage 50 mi 340° clockwise 70°; 5500' - 50 mi, 70° to 160°; 5000' - 50 mi, 160° to 220°; 4500' - 50 mi 220° to 280°; 3000' - 50 mi 280° to 340°. 3000' MSL - coverage 50 mi on V-91 and B-18 at min instr alt. (4-29)
BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on

NEW YORK: N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only.

**BATAVIA ARPT: Glider operns on and in vcnty of arpt. NE/SW Strip perm clsd-mrkd.

BINGHAMTON-RADIO: DME coverage 50 mi at min en route alt. (4-29)

BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)

CALVERTON-GRUMMAN PECONTIC RIVER ARPT: New fld under const. Clsd to all acft.

DANSVILLE ARPT: July 3, fld clsd to all acft 0900-1600, - July 4, fld clsd to all acft 1300-1800 - Air Show. Fld mrkd with large X during clsd periods. (5-21)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About June 14, LF rng will be shut down - modification. During this time rng courses will be unreliable and fac will be used for homing only. (5-13)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)

**GOUVERNEUR ARPT: Airport now open. (5-3)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: VOR usable dist 20 mi at min en route alt 050° clockwise to 075°: 30 mi 075° to 050°. (4-29)

**KINGSTON-ULSTER ARPT: Effect. May 14, field abandoned. (5-12)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. DME shut down. (5-25)

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122 and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 5 mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const in progress daylgt hrs N of main ramp area from Taxiway B to C,-mrkd. Truck tfc from 150th St., along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised. (4-24)

**NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt offls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use taxiway 3 to and from Marine Air Terminal. (5-27) New type multiple hi-intensity threshold lgt installed apch end Rnwy 22. (4-7)

★NIAGARA FALLS ARPT-TOWER: May 20, ILS glide slope freq changed to 334.4 mc. FLD: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 closed-repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260 to 280° usable dist 40 mi at min en route instr alt

POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.

**RICHFIELD SPRINGS-DAVIS ARPK: Abandoned. (5-12)

NEW YORK: RIVERHEAD-RADIO: DME coverage 50 mi at min instr alt.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

★SCHENECTADY COUNTY ARPT-TOWER: Trans & rcvr 121.3 mc cmsnd. (5-20) ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxi strips. Constr on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed.

**SCOTIA-GAY VALLEY ARPT: Abandoned. (5-12)

SPRING VALLEY-COUNTY ARPK: E/W Strip under const.

SYRACUSE-RADIO: VOR usable dist clockwise 40 mi from 180° to 220° at min en route instr alt. (4-29)

SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22)

**WATERLOO ARPT: ABANDONED. (4-10)

WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24) ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: VAR shut down - relctn and conversion to VOR. (2-3)

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.

FORT BRAGG: Army acft exercise designated as Sky Drop Roman Two will be conducted June 1 to 30 inclusive. This will involve extensive simulated IFR flights of helicopter and fixed wing acft operg below 5000' MSL. The area of opern is described as follows: Beginning at NW corner of Caution area (C-396) lat 35-17-30, long. 79-15-00; W to lat 35-17-30, long. 80-15-00; SW to lat 34-30-00, long. 85-45-00; S to lat 34-04-00, long. 80-45-00; E to 34-05-00, long. 80-05-00; NE to lat 34-45-00, long. 79-15-00; N to point of beginning.

GREENSBORO-RADIO: About June 15, NW course LF rng will be realigned from 61 to 58°

GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (4-14)

**JACKSONVILLE ARPT: 255' (275' MSL) lgtd twr erected 2-1/2 mi S (180°T) at lat 34-45-16; long. 77-23-32. (5-19) 247-1/2' (271-1/2' MSL) lgtd twr erected 3.5 mi SW (220°T) at lat 34-45-08, long. 77-26-21. (5-19)

LUMBERTON-RADIO: VOR operg on test-basis. (10-1)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)

TARBORO ARPT: Closed. (3-10)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft.

★WINSTON-SALEM-RADIO: Voice on 382 kc avail 0700-2300. (5-27)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)

NORTH DAKOTA: **ASHLEY ARPT: Effect. May 26, the town of Ashley will take over CAA fld. Lgts will be operd dusk - 2400 and on call 2400 to dawn. (5-5) 24'' clear and green rot. bcn discontd. (5-25)

BISMARCK-RADIO: Effect. June 8, the Driscoll FM on E course and the Judson FM on W course LF rng will be perm discontd. (4-16)

BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

NORTH DAKOTA: FARGO-RADIO: Effect. June 8, Wheatland FM on W course LF rng will be perm discontd. (4-16)
FARGO-HECTOR FLD: Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. (5-24)
GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5-6 mi out on radial 240° at 4300' MSL. (7-31)
✱MINOT-RADIO: May 26, transmitter 122.2 mc cmsnd.
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd twr erected 14 mi NE (23°T) at lat 47-05-29; lng. 97-51-15. (5-22)
OHIO: AKRON-RADIO: LF rng N course displaced 4°W. W course displaced 4°S. (4-26)
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnwys only.
CINCINNATI ARPT: Use strip indicated by lndg tee. S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwys 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. No paved area avail for mil acft overngt parking.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
✱CLEVELAND AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: May 28, trans & rcvr 301.4 mc cmsnd.
CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution - rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi-eng acft. (9-9)
CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operg on top of 20' hill lctd 2000' E of NE end NE/SW strip. (5-27)
COLUMBUS-RADIO: March 11, DME at VOR site shut down.
**COLUMBUS-DARBY DAN ARPT: Lrgst rnwy & facs: h49-*L4. (4-5)
COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)
COLUMBUS-PORT COLUMBUS ARPT-TOWER: Soon, ILS glide slope will be shut down for approx one week-construction . (5-27) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE. ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME 2400' MSL coverage 35 mi from 150° clockwise to 220°, 2200' MSL 50 mi from 220° to 150°. (4-29)
DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangar. Use unpainted area only of concrete for taxiing in line with blacktop on taxistrip. (3-11)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329° - 027°; below 3000' -259°, 314°; below 2500' - 180° - 229° and 121° - 173°. USAF VHF/DF unreliable below 3000' 265° - 305° below 2500' - 306° - 294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.
**MARIETTA ARPT: May 19, fld abandoned.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
**PERRY ARPT: Abandoned.
SOLON ARPT: S half of S Strip under construction - rough, do not use. (11-6)
TOLEDO ARPT: Land and take-off in areas designated by control twr. Sod area N of intsxn bounded by NW end NW/SE Rnwy and NE end NE/SW Rnwy clsd xcpt to taxiing acft.
WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°. VOR usable dist 45 mi at min en route instr alt. (4-29)

OHIO: **WILLOUGHBY-EUCLID AVENUE ARPT: Abandoned. (3-30)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip on fld.
YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.
YOUNGSTOWN ARPT-TOWER: Soon, VHF/DF will be cmsnd. (5-28) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end. Effect May 2, Rnwy 14-32 clsd. (4-26)
OKLAHOMA: **ADA ARPT: 96' drilling equip. erected-mrkd-lighted. (5-29)
✱ARDMORE-RADIO: May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 340° thru 360° to 30° at 2700' MSL; 50 mi 30° thru 180° at 230° at 2300' MSL; 40 mi 230° to 280° at 2700' MSL. (5-26)
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)
ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300-Thurs during VFR. (6-23) USAF VHF/DF may be inop 1300-1600 Wed during VFR. (4-8)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**LAVERNE-SHEPARD ARPT: Abandoned. (4-2)
✱LAWTON-RADIO: Correct VOR lat 34-29-46, long. 98-24-46. (5-25)
OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance. DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usablity. (5-14) About June 15, TVOR will be perm demcnsd. (5-17)
✱OKLAHOMA CITY-WILL ROGERS FLD-TOWER: May 14, DME at ILS glide slope site flgt-checked and cmsnd. Coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections, but has no effect on usablity. (5-24)
** FLD: Effect. May 21, Weather Bureau Station has moved from 3rd floor of arpt terminal to new quarters lctd in Page hangar #3, on second floor. The 2nd hangar N of terminal bldg. on E side of fld. Info. should be obtained at new lctn. N taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. Observe segmented tfc circle on fld. (11-3)
✱TULSA-RADIO: DME coverage 50 mi 330° thru 360° thru 180° to 230° at 2200' MSL. 40 mi 230° to 250° at 2600' MSL. 50 mi from 250° to 330° at 2600' MSL. (5-15) Correct LF rng lat 36-12-55, long. 95-51-31. Correct VOR lat 36-16-55, long. 95-54-49. (5-25)
TULSA ARPT: Men and equip. extreme S end of Rnwy 35R-17L daylgt hrs. (5-4)
OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: May 30, June 27, July 29, August 22, September 12, October 10,
✱BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt. radial 140° lmtd to 37 mi usable dist at 9000' MSL. (4-23) May 14, trans & rcvr 301.4 mc cmsnd.
EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad-caution.
HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)
KLAMATH FALLS RADIO: VOR usable dist lmtd to 40 mi at 10,500' MSL from 40° thru 50°-from 80° thru 110°-from 195° thru 210°. Usable dist 30 mi at 10,500' MSL from 275° thru 305°. (4-23)
LA GRANGE-RADIO: Effect. June 8, MHW fac will be perm discontd. (5-7)
MALIN ARPT: Bndry markers temp removed. Lansing strips unrecognizable.
MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
MEDFORD ARPT: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauviers Island, usable dist 30 mi at 3000' MSL.

OREGON: NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas, imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

**NYSSA ARPT: Abandoned. (4-8)

PACIFIC CITY ARPT: Caution-intermittent const. (2-17)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shodow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT: All mil tfc will make rgt hand tfc pat. when landing Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use only at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT-TOWER: About June 14, ILS glide slope will be shut down until approx June 24 - major overhaul. (5-28) FLD: Extreme caution when using unpaved areas Equip. on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

WARRENTON: Effect June 15 thru June 28, temporary controlled firing area will be conducted within the following described area: Bounded on N by lat 46-10-04; S by lat 46-01-00; E by long 123-55-45; W by long. 124-20-00. Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700, daily. Activities conducted: Drone operation; AAA firing (40 mm AW and 50 cal MG). Controlling Agency: Oregon National Guard, Camp Clatsop.(5-18)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29)

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: Soon, ILS will be cmsnd. Lclzr freq 110.1 mc,with voice. Ident: ABL. Lctd 625' from NE end of NE/SE rnwy 6. Glide slope freq: 334.1 mc. Lctd 750' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear.: 61°. MM lctd 3475' from apch end of Rnwy 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq: 224 kc. Ident: AB. (4-1) FLD: Due to non-visibility twr unable to control tfc 100' E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-39)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330° usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

**IRWIN ARPT: Abandoned. (5-19)

**KEARSARGE-ERIE CITY ARPT: Abandoned. (3-2)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof.(1-8) About June 14, ILS will be shut down until approx June 21 - freq change from 108.3/335.0 mc to 108.1/334.4 mc. (4-29) FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind inexcess of 15 mph, not usable under other conditions xcpt in emerg. Avoid a 3 mi radius Municipal Stadium lctd 5 mi NE between hrs 1930-2230, June 11 Rain Date June 12,-musical festival. Do not mistake flood lgts for navigation aids. (5-6) Artificial lake 1/2 mi wide; 2 miles long off apch end Rnwys 22, 27, 30 changes appearance of arpt on apch. (5-11)

PENNSYLVANIA: PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)

★PITTSBURGH AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Pilots of Air Force acft being operated IFR are requested to use 137.88 mc when contacting Pittsburgh Center/Station. Acft being operated VFR use 135.0 mc and 135.9 mc. (5-26)

PITTSBURGH-ALLEGHENY CO. ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc. Effect. May 19, const. of loading apron in front of terminal bldg in progress. Rnwy 12-30 clsd SE of Rnwy 9-27. Const area extends to 100' S of Rnwy 9-27-flagged-lighted. (5-18)

★PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi. May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt.

PITTSBURGH-GREATER PITTSBURGH ARPT: Effect May 10, hi-intensity lgts on threshold Rnwy 10, also partial use on Rnwys 10-28 increasing the number of lgts daily until installation complete. (5-7)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' 30 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' -30 mi from 150° to 180°; 3500' -40 mi from 180° to 215°; 4000' -40 mi from 215° to 255°;4000' -30 mi from 255° to 305°;4000' -40 mi from 305° to 335°; 4000' -30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution - const in progress. Men and equip. on fld.

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

RHODE ISLAND: rrPROVIDENCE-GREEN ARPT-TOWER: Voice feature avail. on ILS lclzr freq 109.3 mc. (5-24) FLD: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress both sides and edges. Rnwy 5-23, Mon thru Fri 0800-1700. (5-26)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses-lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

COLUMBIA-RADIO: VOR course 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (5-14) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

**COLUMBIA-OWENS ARPT: 195' (415'MSL) lgtd twr erected 4 mi NW (322°T) at lat 34-01-44; long. 81-02-23. (5-15)

FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi. (4-14)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG-RADIO: About June 15, NE course LF rng will be realigned from 238° to 235°. (5-25)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)

SOUTH CAROLINA: SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable. (3-2)

SOUTH DAKOTA: ABERDEEN-SAUNDERS-ARPT: Rnwys rstd to acft 26,000 lbs or less.(4-12)

EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

**FAULKTON ARPT: 2 mi S., abandoned. (5-7) New fld 0.5 SE. One turf strip 2500 x 200' NW/SE. Lgts on req. 80 oct, oil, tie-downs. 30' p-line N side of fld unlgtd, but will be lgtd later. (5-18)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

WATERTOWN-RADIO: Effect. June 8, LF rng and Z mrkr will be perm discontd. (4-16)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

ATHENS-McMINN COUNTY ARPT: Acft temp parked on W edge of S end of rnwy. (11-25)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)

CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwy Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16)

★JACKSON-RADIO: May 28, DME at VOR site operg on test basis. Channel 75. VOR usable along Green Arwy #5 toward Nashville, Other courses have excessive roughness.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. VOR usable for more than 50 mi min en route alt. Caution - occasional momentary course disturbance in mountainous areas. (5-7)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: High intensity apch lgts cmsnd May 18, on Rnwy 4L. N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR radials 200° - 260° max dist at minimum IFR alt - 40 mi.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°.

NASHVILLE-BERRY FLD: Construction-new 60' tfc ctl twr being erected 830' N of NW end Runway 15-33 and 970' W Runway 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

SMYRNA-SEWART AFB-RADIO: USAF VHF/DF flgt-checked unsatisfactory. (5-10)

TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn.. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

TEXAS: **ADRIAN-MOSER ARPT: 278.5' (4538.5' MSL) lgtd twr erected 12 mi NE(60°T) at lat. 35-14-12; long. 102-44-49. (5-18)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

**AMARILLO-TRADEWIND ARPT: 253.5' (4141.5 MSL) lgtd twr erected 25 mi W (260°T) at lat 35-07-48; long. 102-15-58. (5-18) 253.5' (3908.5' MSL) lgtd twr erected 4 mi NNW (340°T) at lat 35-13-25; long 101-50-15. (5-18)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130° 140° only.

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22)

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd - const. (1-28)

BRYAN AFB-RADIO: USAF VHF/DF steers unreliable 2500' beyond 50 mi. (10-16)

CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.

★CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions. LF rng class changed from SBMRLZ toSMRLWZ. (5-17)

**CORPUS CHRISTI-CLIFF MAUS ARPT: 324' (356' MSL) lgtd twr erected 2.5 mi NE(45°T) at lat. 27-47-15; long. 97-24-08. (5-17)

**DALLAS-FLYERS FLD: New field. Type: L. Lat. 32-45-00; long. 96-54-00. Lctn: 7 SW. Elev: 680'. No. of rnwys: 2. Lngst rnwy & facs: 34-S5. Fuel: F1. Remarks: P-line S end N/S Strip. (5-18)

DALLAS-LOVE FIELD-TOWER: May 19, ILS lclzr and glide slope shut down until approx August 15. (4-14) FLD: Effect. June 1, exten const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than gnd grade. Const-daylgt hrs., men and equip. on fld lgtd-ngts. Rnwy 7-25 perm discontd.

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)

FT. WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping.

FT. WORTH-CARTER FLD: Caution-const. SE area arpt. Men and equip. on fld. (5-21)

★FT. WORTH-MEACHAM FLD-TOWER: Effect. June 1, twr hrs of opern will be 0600-2200. FLD: Transmitter rcvr bldg lgtd with four 35' antenna poles erected 650' E and 100' N of apch end Rnwy 17. (5-21)

GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. April 23, VOR shut down for relctn. (5-20)

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

★HOUSTON-RADIO: May 25, trans & rcvr 121.5 mc cmsnd.

HOUSTON ARPT: Deep ruts in E shoulder of NW/SE Rnwy. (12-4)

★HUDSPETH-RADIO: DME at VOR site operg on test basis. Channel 70. (5-26)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

**LAMESA-HOGG ARPT; 293' (2970' MSL) lgtd twr erected 3 mi SE (120°T) at lat 32-42-37; 101-57-25. (5-20)

LIBERTY-DARRELL FLD: 167' temp. drilling structures 5 mi WSW in area bounded by lat 27-59-00, long 94-49-00 and lat 30-02-00, long. 94-51-30. (11-9)

**LUBBOCK ARPT: 230.5' (3210' MSL) lgtd twr erected 8 mi S (190°T) at lat 33-32-36, long. 101-50-10. (5-20)

**LUFKIN-RADIO: DME at VOR site operg on test basis. Channel 41. (5-20)

McALLEN-MILLER ARPT: Rnwy 18-36 clsd for take-offs and landings-mrkd. (5-26)

MIDLAND AIRPARK-TOWER: Effect. Mar 1, and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: Airpark Tower. (2-26)FLD: Effect. March 1, 1954 and Until Sept 1, 1954, NW/SE Rnwy will be clsd to all acft durg daylgt hrs on week-days because of parked mil acft conducting refueling operns on rnwy. While arpt is being used by mil acft an Air Force Mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22) Rotating bcn and rnwy flood lgts discontinued. (5-6)

MISSION-TRI-CITIES ARPT: Closed. (3-11)

**POST-U LAZY S RANCH #1 ARPT: 318' (3150' MSL) lgtd twr erected 24 mi ESE (110°T) at lat 33-08-57; long. 101-52-56. (5-20)

POTEET ARPT: Closed-const. (11-20)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)

TEXAS: ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved interminttently and any rnwy may be clsd on short notice. (4-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)
**SAN ANTONIO-BEXAR COUNTY ARPT: Abandoned. (3-26)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
**SEYMOUR ARPT: Abandoned. (3-26)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
SINTON #1 ARPT: 87' unlgtd survey twr erected adj to hangar 200' S of W end E/W Rnwy.
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TULIA ARPT: Caution-water on rnwys during irrigation season.
TYLER-RADIO: Effect. Mar 3, due to modernization, LF rng will operate continuously without interruption for scheduled broadcasts. (3-2) Rcvr 255.4 mc inoperative.- (3-5)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)
WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19)
WINK ARPT SITE 18, ELP-FTW: Rnwy 17-35 clsd ngt operns - rnwy lgts discontd. (5-27)
**YOAKUM ARPT SITE 7, SAT-HOU: Abandoned. (5-7)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME 13,000' MSL coverage 50 mi 350° N, E, S and W to 330°, 13,500' MSL coverage 50 mi 330° to 350°.
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME 13,000' MSL coverage 50 mi 20° thru 40° and 30 mi 40° thru 90° and 50 mi 90° thru 170°. 9000' 50 mi 170° thru S to 230°. 11,000' 50 mi 230° thru W and N to 20°.
HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)
★MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330°. at min instr alt. (12-9) May 6, DME at VOR site cmsnd. 13,000' MSL 50 mi 335° to 040°; 13,000' MSL 20 mi 040°-120° and 50 mi 120°-160°; 10,000' MSL 50 mi 160° thru S to 210°; 12,000' MSL 50 mi 210°-230° and 30 mi 230° thru W to 310°; 11,000' MSL 50 mi 310° - 355°.
★OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30) DME coverage 0-150° 20 mi at 12,000' MSL. 150-315°, 50 mi at 10,000' MSL. 315-360°, 50 mi at 11,000' MSL. (4-16) Correct LF rng lat 41-13-34, long. 112-04-36. Correct VOR lat 41-13-27, long. 112-05-48. (5-25)
★OGDEN HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'. (2-1) USAF VHF/DF no longer opers 139.32 mc. (5-19)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. (3-24) DME 9000' coverage 50 mi - 235° thru W to 340°. 12,000' at 30 mi - 340° thru N to 020°. 13,000' at 20 mi - 020° thru E to 140°. 12,000' at 50 mi - 140 to 180° and 40 mi - 180 to 235°. (5-10)
★SALT LAKE CITY ARPT-TOWER: May 21, trans & rcvr 119.9 mc cmsnd.
SALT LAKE CITY NO. 1 ARPT: Effect. 1600 May 15 lgt acft restricted to a new tfc pat which lies E of arpt with lgt tfc for lndgs Rnwys 16L and 14, rgt tfc for lndgs Rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs Rnwy 16R and left tfc for lndgs 34L.
WENDOVER-RADIO: DME 9000' MSL coverage 50 mi 350° thru N to 160°. 11,000' at 50 mi 160° thru S to 220°. 12,000' at 50 mi 220° thru W to 295°, and 40 mi 295° thru 350°. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Monpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000' 110-140° below 4000'; 235°-255° below 4000'; 255-355° below 9000' all beyond 50 mi.
VIRGINIA: ALEXANDRIA-BEACON FLD: Fld clsd to all operns. (5-25)
BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area ta any hour or altitude.
★FLAT ROCK-RADIO: May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route alt.

VIRGINIA: FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220° to 226°, 270° to 10° is 40 mi at 4,000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.
★HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad. May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt. (5-26)
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20)
LYNCHBURG-PRESTON GLENN ARPT-TOWER: About June 30, twr will be discontd.
MANASSAS ARPT: CLOSED - hvy equipment. (4-29)
NORFOLK-RADIO: Visual courses VAR slightly rough.
POWHATAN-PLAINVIEW ARPT: Caution - fld soft from regrading. (1-25)
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Fee for multi-eng executive and non-sched acft. Caution soft shoulders Rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 30 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
**CONCRETE ARPT: ABANDONED. (5-17)
★ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. May 28, DME at VOR site flgt-checked and cmsnd. Coverage fro, 40° thru 60°, 30 mi at 7000' MSL; 60° thru 150° unknown due prohibited area; 150° thru 175°, 30 mi at 5,500' MSL; 175° thru 260°, 50 mi at 10,000' MSL; 260° thru 290°. 50 mi at 8000' MSL; 290° thru 40°, 30 mi at 10,000' MSL. (5-28)
EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable, 160° to 310° clockwise below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11)
HOQUIAM-RADIO: DME coverage 3500' MSL 50 mi from 35° thru 50°. 7000' 50 mi from 50° thru 155°. 5000' 50 mi from 155° thru 34°. (5-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 700', 050-110°; below 4000', 110-240°; below 3500', 240-315°. (1-13)
ODESSA ARPT: Grading and equip. on 800' area N end of strip and approx 100' on either side. Do not land on this portion.
**RENTON ARPT: 10' fence across S bndry Rnwy 33. (5-17)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service.
★SEATTLE-RADIO: May 17, DME at VOR site flgt-checked and cmsnd. 9000' MSL 50 mi coverage 0°-72°; 8000' MSL 50 mi 72°-110°, 40 mi 110°-135° acct high terrain, 50 mi 135° 150°; 5000' MSL 50 mi 150° - 180°; 4000' MSL 50 mi 180° - 220°; 3500' MSL 50 mi 220° - 235°; 9000' MSL 50 mi 235° - 300°; 5000' MSL 50 mi 300° - 315°; 4000' MSL 50 mi 315°-0°.
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252° radials at min terrain clearance alts. DME coverage 50 mi 36° thru 152° at 7000' MSL; 50 mi 152° thru 244° at 5000' MSL; 50 mi 244° thru 264° at 6000' MSL; 50 mi 264° thru 36° at 8000' MSL. (5-14)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 070-200° at 6000'; 090°-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20) USAF VHF/DF opers 0730-2400 Mon-Fri; 0730-1200 Sat. training status. (5-27)
SPOKANE-FELTS FLD: Lgt acft rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19) Bndry and rnwy flood lgts decmsnd. (3-29)

WASHINGTON: SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control towr. (7-2)

★TACOMA-McCHORD AFB-RADIO: USAF LF rng W course realigned from 54 to 40°. (5-26)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT-TOWER: ILS lclzr, 110.3 mcs, lctd 3000' NW end rnwy 27 on rnwy extended centerline and glide slope, 335.0 mcs, lctd 1382, 86' NW apch end Rnwy 27 and 400' NE rnwy centerline. LMM freq: 203kc, ident: KM, lctd 3682' (0.70 mi) SE Rnwy 9/27 extended centerline. LOM freq 284 kc, ident: YK, lctd 42,269' (8.01 mi) SE rnwy 9/27 extended centerline. All components operg intermittently test basis daylgt hrs. (5-28)

YAKIMA ARPT: N/S Taxiway between Rnwys 9-27, 4-22 perm clsd to acft and vehicular tfc. (4-13)

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL. 270° thru 330°, 30 mi at 2500' MSL. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)

ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10)

MARTINSBURG ARPT: Glider flying-peak activity expected on week ends and holidays.

★MORGANTOWN-RADIO: LF rng has multiples and fades all courses. May 26, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at mim en route instr alt. (5-26)

PARKERSBURG-WOOD COUNTY ARPT: Caution- dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

••WHITE SULPHUR SPRINGS-GREENBRIER ARPT: Rnwy lgts discontd. UNICOM (122.8 mc) available. FEE for multi-eng acft. 100 oct. gas avail. (5-26)

WISCONSIN: CEDARBURG-GROB ARPT: E end of N/S Strip being extended. (2-17)

GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuth angles 220° thru 252°. (4-3)

••HAYWARD ARPT: Effect Apr 19, Abandoned. (4-8)

JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)

MADISON-TRUAX FLD-TOWER: About June 11, twr freq 248 kc will be changed to 278 kc. (5-18) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2)

MILWAUKEE-BROWN DEER ARPT: Effect May 31, abandoned. (5-6)

MILWAUKEE-GENERAL MITCHELL FLD: Formation take-offs prohibited on all rnwys without prior approval of the ctl twr. Due to non-visibility twr unable to control tfc on 400' section of Rnwy 7-25 beginning 360' from SW end. (5-25)

••OCONTO ARPT: 574' lgtd twr erected 7 mi NE (30°T) at lat. 44-57-20; long. 87-50-00. (5-24)

WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)

WYOMING: CASPER: Effect June 1 to Sept 1, Temp. controlled firing area will be conducted in following described area: Bounded on N by lat 42-58-00; E by long. 106-41-00; S by lat 42-56-00; W by long. 106-48-00. Altitude: Surface to 16,000' MSL. Time of Use: As published in NOTAMS. Activities conducted: Air-to-ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard. 600 E 25th St., Casper, Wyo. (5-18)

CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.

••CASPER-WARDWELL ARPT: Abandoned. (3-22)

CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 7300' MSL; 120-180°, 7500' MSL; 180-280°, 11,000' MSL; 280-325°, 10,500' MSL; 325-340°, 9000' MSL; 340-10°, 7500' MSL. (5-5)

DOUGLAS-RADIO: About July 6 MH fac will be perm discontd. (5-14)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

RIVERTON ARPT: 7' fence 150' from E end Strip 25, 150' from NE end Strip 21, directly on edge of Strip 16. Obstn lgts being installed on fence posts on NW end Strip 12.

ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE Rnwy clsd - marked. (3-18)

WYOMING: SHERIDAN-RADIO: VOR coverage lmtd to approx 50 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES, LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ATLANTA, GA Atlanta Arpt. 1024 SBRAZ-VDTX Procedure No. 1 Effective Date: 6/19/54	Atlanta VOR	028 9.0	2100	E side SE crs 144 - outbnd 324 - inbnd 2200' - within 25 mi	1700	314 1.5	T-dn C-dn S-dn 33 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 1.5 mi... climb to 2500' and proceed to CPN LFR via the NE crs. CPN LFR.
	Campbellton LFR	099 16.0	2200							
	Stone Mt. FM	235 18.0	2200							
	Adams Int.	154 8.0	2200							
BOSTON, MASS. Logan Arpt. Procedure No. 2	Procedure Cancelled Effective Date: 6/13/54									
BURLINGTON, VT. Municipal Arpt. 334 SBRAZ-BTV Procedure No. 1 Effective Date: 6/11/54	Grand Isle FM (Final)	169 15.0	1000	W side NW crs 349 - outbnd 169 - inbnd 1500' - within 10 mi	1000	155 2.1	T-dn C-d C-n S-dn* 15 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 600-1.5 600-1.5 500-1 800-2	Within 2.1 mi... make a climbing right turn, climb to 4500' on S crs of Burlington Radio Range within 25 mi. Alternate missed approach (when requested by ATC): Make a right climbing turn, climb to 1500' on NW crs or Burlington Radio Range. *Deviation from criteria authorized in straight-in landing minimums standard clearance not provided over obstructions W of airport and rate of descent for straight-in landing exceeds standard.
DAVENPORT, IOWA Davenport Municipal Arpt 753 SBRAZ-DTV-MLI Procedure No. 1 Effective Date: 6/19/54	Moline VOR	236 21.5	2300	S side of W crs 265 - outbnd 085 - inbnd 2000' - within 25 mi	1300	040 2.5	T-dn C-dn A-dn	300-1 500-1 800-2	500-1 500-1.5 800-2	Within 2.5 mi... Climb to 2300' on E crs MLI-LFR. CAUTION' Official weather information indicating conditions at Davenport are at or above minimums specified must be obtained prior to the time A letdown is started.
FLORENCE, S. C. Florence Arpt 146 SBMRLZ-VDT-FLO Procedure No. 1 Effective Date: 6/7/54	Florence VOR	207 4.0	1500	N side SE crs 112 - outbnd 292 - inbnd 1200' - within 15 mi 1300' - within 25 mi	800	297 1.7	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.7 mi... Climb to 1600' on NW crs. within 25 miles.
GAINESVILLE, FLA. Gainesville Airport	PROCEDURE CANCELLED									
HUNTSVILLE, ALA. Municipal Airport	PROCEDURE CANCELLED									
JACKSON, MISS. Hawkins Field 343 SBRAZ-DTV-JAN Procedure No. 1 Effective Date: 6/13/54	Jackson VOR	135 3.5	1500	W side N crs 356 - outbnd 176 - inbnd 1700' - within 25 mi	1200	182 2.7	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.7 mi... Climb to 1800' on E crs. (085) within 25 miles. Note. Tower 1049' MSL lctd 3.8 mi SW of airport.
MEDFORD, OREGON Medford Arpt. 1330 SBRAZ-VDT-MFR Procedure No. 1 Effective Date: 6/14/54	Evans Creek FM (Final)	152 14.0	3000	E side N crs * 332 - outbnd 152 - inbnd 6000' - within 25 mi	3000	158 2.4	T-dn #C-dn A-dn	300-1 1000-2 1000-2	300-1 1000-2 1000-2	Within 2.4 mi... Turn right, climb to 6000' on 332° crs MFR LFR within 25 mi. *Procedure turn E side for more favorable terrain. #Note: Landing minimums authorized 500-2 all aircraft, day only, provided top of stratus overcast in Medford Valley is not in excess of 2500' MSL. Aircraft must be on top until after passing MFR LFR inbound-minimum altitude over station on final 2600'
	Medford VOR (Final)	138 5.0	3000							
	Intersection West Leg Klamath LFR	338 18.0	8000							
MEMPHIS, TENN. Municipal Arpt. 269 SBRAZ-DTV-MEM Procedure No. 1 Effective Date: 6/12/54	Nesbitt FM (Final)	359 9.0	1000	E side S crs 179 - outbnd 359 - inbnd 1500' - within 25 mi	1000	Runway 2 356 2.1 Runway 35 006 2.2	T-dn C-dn S-dn 2/35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.1 mi... Climb to 2000' on NE crs (060) within 25 mi. Note:- "870 FPM descent required at 120 MPH".
	Memphis VOR	254 5.0	1500							
NASHVILLE, TENN. Berry Field 606 SBRAZ-DTV-BNA Procedure No. 1 Effective Date: 5/19/54	Lebanon Int.	246 17.0	2000	N side NE crs 066 - outbnd 246 - inbnd 2000' - within 25 mi 1700' - within 10 mi	1200	249 2.5	T-dn C-dn S-dn 23 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.5 mi... Climb to 2500' on SW crs. (246) within 25 miles.
	Mt. Juliet FM (Final)	246 10.0	1200							
	Walter Hill FM	309 20.0	1900							
	Nashville VOR	339 4.5	1700							
NORFOLK, VA. Norfolk Airport 26 SBMRLZ-DTV-ORF Procedure No. 1 Effective Date: 6/11/54	Deep Creek FM (Final)	044 9.0	900	S side SW crs 224 - outbnd 044 - inbnd 1400' - within 10 mi	900	044 3.3	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.3 mi... Make climbing right turn to 1400' on SW crs. Alternate missed approach procedure (when requested by ATC): Climb to 1500' on NE crs. Proceed to Cape Charles Int. CAUTION: Straight-in landing minimums do not provide standard clearance over 380' tower 1.7 mi SE of LFR.
OCALA, FLORIDA Taylor Field	PROCEDURE CANCELLED									
PORTLAND, MAINE Municipal Airport 60 SBMRLZ-PWM Procedure No. 1 Effective Date: 6/11/54				W side NW crs 329 - outbnd 149 - inbnd 1500' - within 10 mi	1000	149 2.2	T-dn C-dn *S-dn 15 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.2 mi... Climb to 1500' on SE crs within 10 mi. *Deviation from criteria authorized in straight-in landing minimums. Rate of descent exceeds standard. ADF procedure not authorized.
ROCKFORD, ILL. Machesney Field	PROCEDURE CANCELLED									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED
	FROM	CRS AND DIST.	MIN ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	REMARKS
1	2	3	4	5	6	7	8	9	10	11
SPRINGFIELD, ILL. Capitol Airport 555 SBMRAZ-VDT -SPI Procedure No. 1 Effective Date: 6/10/54	Springfield VOR	210 10.0	2000	S Side SW crs 210 - outbnd 030 - inbnd 2000' - within 25 mi	1300	030 5.1	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.1 mi ... Climb to 2000' on NW crs SPI-LFR - within 25 mi.
TERRE HAUTE, IND. Paul Cox Airport	PROCEDURE CANCELLED Effective Date: 5/10/54									
TYLER, TEXAS Pounds Field 544 BMRLZ-DTV -TYR Procedure No. 1 Effective Date: 6/14/54				S side W crs 274 - outbnd 094 - inbnd 1700' - within 25 mi	1200	120 1.6	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.6 mi ... Climb to 2000' on E crs 094° within 25 mi. CAUTION: 1010' radio tower and 887' radio tower 4.5 mi E of airport. Note: This procedure not approved for ADF approach. Aircraft above 50,000# restricted to Runways 04-22.
VICHY, MISSOURI Vichy Intermediate Field 1148 BMRLZ-VDT Procedure No. 1	Vichy VOR	192 4.5	2200	N side crs 130 - outbnd 310 - inbnd 2300' - within 25 mi	1800	310 2.7	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 mi ... Climb to 2500' on NW crs of the Vichy LFR within 25 miles. ADF procedure not authorized Runway lights on call from Vichy Radio.
WAYCROSS, GEORGIA Ware County Airport	PROCEDURE CANCELLED									
AUGUSTA, MAINE State Airport 357 BMRLZ - AUG Procedure No. 1 Effective Date: 6/18/54				S side SW crs 226 - outbnd 046 - inbnd 1800' - within 25 mi	1300	080 2.1	T-dn T-n C-d C-n A-dn	400-1 500-1 600-1 600-1 S 800-2	400-1 500-1 600-1.5 600-1.5 800-2	Within 2.1 mi ... Climb to 2500' on NE crs. This procedure not approved for ADF Procedure.
DETROIT, MICHIGAN Willow Run Airport SBRAZ-VDT - RML Procedure No. 1 Effective Date: 6/20/54	Int E crs RML-LFR and 300° crs to RML - VOR (Final Int E crs RML-LFR and 295° brg to Ford RBN (Final)	266 4.2 266 4.2	1800 1800	N side E crs 088 - outbnd 266 - inbnd 2300' - within 25 mi	1800	274 6.3	T-dn C-dn S-dn 27L or 27R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 600-1 800-2	Within 6.3 mi ... Climb to 2000' on W crs within 25 miles - or as directed by ATC as follows. Proceed direct to Willow Run ILS-LOM climbing to 2300'.
MILLINOCKET, MAINE Millinocket Airport 408 SBRAZ-VDT MLT Procedure No. 1 Effective Date 6/18/54				N side E crs 100 - outbnd 280 - inbnd 1800' - within 10 mi	1300	292 1.6	T-dn C-dn A-dn	400-1 500-1 800-2	400-1 600-1.5 800-2	Within 1.6 mi ... Climb to 2500' on SW crs of the Millinocket Radio Range.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS OR (D) LANDING IS NOT ACCOMPLISHED
		RUNWAY NO	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	REMARKS
1	2	3	4	5	6	7	8	9
BOSTON, MASS. Logan Airport 19 Effective Date: 6/11/54	1800' Within 25 miles	All Rnwys	T-dn	300-1	300-1	300-1	300-1	Climb to 1300' on the N crs of the Boston LFR within 10 miles. Alternate missed approach when requested by ATC. Climb to 1500' on E crs of Boston LFR within 10 miles. *600-1 required when circling W of the Airport. #Caution: Standard clearance not provided over 370' stack SW of Airport.
		4R	C-dn S-dn A-dn	500-1 400-3/4 800-2	600-1.5 400-3/4 800-2			
		9	C-dn S-dn A-dn			900-1 900-1 900-2	900-1.5 900-1.5 900-2	
		4L, 4R, 15	C-dn S-dn A-dn			700-1 700-1 800-2	700-1.5 700-1.5 800-2	
		22L, 22R	C-dn# S-dn A-dn			600-1 600-1 800-2	600-1.5 600-1.5 800-2	
		27, 33	C-dn# S-dn A-dn			500-1* 500-1 800-2	600-1.5 500-1.5 800-2	
NEW ORLEANS, LA. Moisant Intn'l. Airport 3 Effective on commissioning of facility	#1500' Within 25 miles #Radar Control must provide 3 miles lateral or 1000' vertical separation from 623' MSL radio tower located 10.2 miles SE of MSY LFR.	1, 5, 10 14, 23, 28	T-dn C-dn A-dn			300-1 500-1 800-2	300-1 500-1.5 800-2	Climb to 1500' straight ahead, then proceed to New Orleans LFR or VOR or proceed as directed by ATC. CAUTION: 409' radio tower 2.8 miles N of airport.
		19, 32	T-dn C-dn A-dn			300-1 700-1 800-2	300-1 700-1.5 800-2	
NORFOLK, VIRGINIA Norfolk Airport 26 Procedure No. 1 Effective Date 6/11/54	1500' within 25 miles	All Runways	T-dn C-dn S-dn A-dn			300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Climb to 1500' and proceed to Norfolk LOM. Caution: Standard obstruction clearance not provided over 380' radio tower, 4 mi S of Airport.
SAN FRANCISCO, CALIF. San Francisco Intn'l. Airport Effective Date: 5/26/54	Correct missed approach procedure for Runways 28R/L to read in part "climb to 3000' instead of 2000'"							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in [ccc] MSL. Ceilings are in [ccc] above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO	TRANSITION TO ILS				PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS AND DIST	MIN ALT			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	TYPE OF AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
ATLANTA, GA. Atlanta Airport 1024 ILS - IATL LOM - AT Procedure No. 1 Effective Date: 6/17/54 Comb: ILS-ADF	Atlanta LFR	LOM	284 7.0	2200	S side W crs 268 - outbnd 088 - inbnd 2500' - within 20 mi	ILS 2450 ADF 1600 over LOM	2450 4.7	1320 1.6	T-dn C-dn S-dn 9R ILS ADF A-dn	300-1 500-1 400-3/4 500-1 800-2	300-1 500-1.5 400-3/4 500-1 800-2	Climb to 2200' on E crs. ATL ILS or on track of 88° from LOM within 25 miles.
	Atlanta VOR	OM	346 10.0	2200								
	Campbellton LFR	LOM	094 9.0	2100								
	Adams Int.	LOM	215 6.0	2300								
	Walnut Int.	LOM	311 20.0	2200								
	Madras Int.	LOM	033 19.0	2100								
Procedure No. 2 ILS - IATL LFR - ATL Effective Date: 6/17/54 East Course	Atlanta LFR	Forrest Int.	055 3.5	2100	S side E crs 088 - outbnd 268 - inbnd 2200' - within 25 mi.	Forrest Int. 1700	Forest Int. 3.5 mi		T-dn C-dn S-dn 27L A-dn	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Climb to 2200' on W crs ILS within 10 miles.
	Atlanta VOR	Forrest Int	035 12.0	2200								
	Campbellton LFR	Forrest Int.	091 18.0	2200								
	ILS - LOM	Forrest Int.	088 10.0	2200								
AUGUSTA, GA. Bush Field 142 ILS - I AGS LOM - AG Procedure No. 1 Effective Date: 6/11/54 Comb: ILS-ADF	Augusta VOR	OM	149 20.0	1800	#W side S crs 168 - outbnd 348 - inbnd 1500' - within 25 mi	ILS 1470 ADF 1000	1470 4.9	332 0.6	T-dn C-dn S-dn 35 ADF *ILS A-dn	300-1 600-2 500-1 400-1 800-2	300-1 600-2 500-1 400-1 800-2	Within 4.9 mi... after passing LOM (ADF) Climb to 2000' on N crs of ILS or track of 346° from LOM within 25 mi. CAUTION: 980' MSL tower located 9 mi N of Bush Field. *ILS: 500-1 required if glide path not utilized. #Turn non-standard due to prohibited area located 4 miles E of final approach course. No approach lights.
	Augusta LFR	LOM	146 13.0	1400								
	Int. NE crs AGS, LFR & bearing of 168° to LOM or N crs of AGS ILS	LOM,OM	168 13.0	1600								
CHARLOTTE, N. C. Douglas Airport 748 ILS - CLT LOM - CL Procedure No. 1 Comb: ILS - ADF Effective Date: 5/14/54	Charlotte LFR	LOM	251 5.0	2100	S side of SW crs 230 - outbnd 050 - inbnd 2300' - within 10 mi	ILS 2300 ADF 1500 over LOM	2290 5.3	950 0.5	T-dn C-dn S-dn 5 ILS ADF A-dn	300-1 500-1 400-3/4 500-1 800-2	300-1 500-1.5 400-3/4 500-1 800-2	Within 5.3 mi after passing LOM (ADF) Climb to 2200' on NE crs. ILS or track 050° from LOM, when directed by ATC turn left climb to 2500' on N crs LFR 359° within 25 miles.
	Int. N crs CLT LFR & SW crs ILS	LOM	230 7.0	2200								
	Sharon Int.	LOM	050 24.0	2200								
	Fort Mill FM	LOM	321 8.0	2100								
FRESNO, CALIF. Fresno Air Terminal Airport Effective Date: 5/17/54	In column 4 of the 3rd transition correct bearing & distance to the LOM from the Int. to read 012° instead of 015°											
JACKSON, MISS. Hawkins Airport 343 ILS - IJAN Procedure No. 1 Effective Date: 6/14/54	Jackson VOR	OM	211 4.5	1500	S side NW crs 288 - outbnd 108 - inbnd 1500' - within 25 mi	1500	1490 4.4	530 0.7	T-dn C-dn S-dn 11 A-dn	300-1 500-1 400-3/4 800-2	300-1 500-1.5 400-3/4 800-2	Turn left - climb to 1800' on E crs. JAN LFR or JAN VOR Radial 088° within 25 miles. Note: Tower 1049' MSL located 4.1 mi SW of airport.
	Jackson LFR	OM	256 5.0	1500								
	Int. W crs. Jackson LFR & NW crs. ILS	OM	108 2.5	1500								
	Int. S crs. Jackson LFR & SE crs. ILS	OM	288 5.0	2000								
MACON, GEORGIA Macon (Cochran) Arpt. 354 ILS - ICON LOM - MC Procedure No. 1 Effective Date: 6/13/54 Comb: ILS-ADF	Macon - VOR	OM	230 5.0	1800	#S side SW crs 226 - outbnd 046 - inbnd 1600' - within 25 mi	ILS over 1600 1600 ADF 1200 over LOM	1490 4.4	530 0.6	T-dn S-dn5 ILS ADF C-dn A-dn	300-1 400-3/4 600-1 600-1 800-2	300-1 400-3/4 600-1 600-1.5 800-2	Missed apch within 4.4 mi after passing LOM (ADF). Climb to 1700' on NE crs of ILS or crs of 046° from LOM within 25 miles. # CAUTION: Deviation authorized in obstruction clearance of procedure turn over 655' tower located 9.5 mi SE of final approach crs. No approach lights.
	Macon - LFR	LOM	192 7.0	1600								
	Robins MHW	LOM	271 6.0	1600								
	Int. SW crs Macon LFR & SW crs of ILS	LOM	046 3.0	1600								
MEMPHIS, TENN. Municipal Airport 289 ILS - IMEM Procedure No. 2 Effective Date: 6/13/54	Memphis LFR	Oakville Int.	060 6.0	1500	S side E crs 086 - outbnd 266 - inbnd 1500' - within 25 mi	Oakville Int. 1000'	Oakville Int. 3.0		T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.0 mi... Climb to 1700' on W crs of ILS within 25 miles. Oakville Int. E crs ILS & NE crs LFR or VOR 340° rad. No glide slope.
	Memphis VOR	Oakville Int.	340 1.0	1500								
	Fisherville FM	Oakville Int.	240 16.0	1500								
NASHVILLE, TENN. Berry Field 606 ILS - IBNA LOM-BN Procedure No. 1 Effective Date: 5/19/54	Nashville LFR	LOM	212 8.0	1900	E side S crs 195 - outbnd 015 - inbnd 2500' - within 25 mi	ILS 2500' ADF 2000' over LOM	2000 5.7	840 0.8	T-dn C-dn S-dn 2L ILS ADF A-dn	300-1 500-1 400-3/4 500-1 800-2	300-1 500-1.5 400-3/4 500-1 800-2	Within 5.7 mi... after passing LOM (ADF). Climb to 2000' on N crs of ILS or 015° track from LOM within 25 miles.
	Nashville VOR	OM	247 7.0	2000								
	Walter Hill FM	LOM	284 20.0	2000								
	Fairview FM	LOM	078 23.0	2500								
	Int. NW crs Nashville LFR & N crs ILS	LOM	195 12.0	1900								
Procedure No. 2 ILS - IBNA Effective Date: 5/19/54	Bowling Green LFR	Knob Int.	198 52.0	2300	E side N crs 15 - outbnd 195 - inbnd 2000' - within 20 mi 2300' - within 25 mi	Over Knob Int. 1460'	Knob Int. 4.5		T-dn C-dn S-dn 20R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 mi... Climb to 2500' on S crs of ILS within 25 miles. NOTE: - Radio Tower 865' MSL located 1/2 mi S of Knob Int.
	Nashville LFR	Knob Int.	336 5.0	1900								
	Nashville VOR	Knob Int.	333 30.0	1900								

NOTE: Bearings, headings, courses are magnetic, Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
NEW YORK, N Y La Guardia Field 20 ILS - LGA LOM - LG Procedure No. 1* Comb ILS - ADF Effective date 6/15/54	La Guardia LFR	LOM	223 9.0	2500	S side SW crs 223 outbnd 043 inbnd 1500' within 10 mi	ILS 1500 ADF 1200 over LOM	1310 4.5	295 0.8	T-dn C-dn S-dn 4 ILS ADF A-dn	300-1 600-1 400-1 600-1 800-2	300-1 600-1 S 400-1 600-1 800-2	4.5 miles after passing LOM, climb to 1500' (or at a higher altitude when requested by ATC) on NE crs La Guardia ILS or LFR. La Guardia LFR must be monitored during ADF approach.
	Glen Cove Int.	LOM	251 17.0	2500								
	Ridgewood Int.	LOM	159 17.0	2500								
	Flatbush Rbn (Final)	LOM	043 7.0	1500								
	Colts Neck VOR	Flatbush Rbn	032 23.0	1500								
Procedure No. 2* (Using back crs La Guardia ILS and New Rochelle MHW RWC) Effective date 6/15/54	Port Chester Int.	RWC MHW	223 14.0	1500	W side NE crs 043 outbnd 223 inbnd 1500' within 10 mi of New Rochelle MHW	No glide slope or markers. Final approach altitudes and distances to envy 22 RWC MHW 1000' 8.9 miles La Guardia LFR 800' 3.4 miles.			T-dn C-dn S-dn 22 ILS ADF A-dn	300-1 600-4 500-1 600-1 800-2	300-1 600-1.5 500-1 600-1.5 800-2	3.2 mi. after passing LGA LFR... climb to 1500' (or higher altitude when requested by ATC) on SW crs La Guradia ILS or LFR. LaGuardia LFR must be monitored during ADF approach.
	Ridgewood Int.	"	109 16.0	1900								
	La Guardia LFR	"	043 6.0	1500								
	Port Chester FM (Final)	"	223 10.0	1000								
	Glen Cove Int.	"	305 8.0	1500								

*SPECIAL NOTE. The above procedures and airport minimums do not provide standard clearance over the following obstructions:
422' tank 2.0 mi N of airport
968' bldg. 4.0 mi W of LOM
299' tower 1.7 mi SW of airport
930' broadcast tower 10.0 mi NW of range station
Empire State Bldg 3.8 mi W of LOM
578' bldg 3.0 mi SW of LOM
383' bridge towers 2.2 mi NE of airport

QUINCY, ILLINOIS Quincy Bladwin Airport 769 ILS - UIN LMM - IN Procedure No. 1 Comb ILS - ADF Effective Date 6/10/54	Quincy VOR	LOM	020 3.0	1800	S side SW crs 214 - outbnd 034 - inbnd 1900' - within 25 mi	ILS 1800' ADF Min. Alt. over LOM on Final 1300	1830 4.4	952 0.7	T-dn C-dn S-dn 3 ILS ADF A-dn	300-1 500-1 400-3/4 500-1 800-2	300-1 500-1.5 400-3/4 500-1 800-2	Within 4.4 mi... Climb to 1900' on NE crs Quincy ILS within 25 miles. No approach lights. CAUTION: 1560' MSL radio tower located approximately 6.5 mi WNW of airport.

VHF VISUAL-AURAL (VAR) RANGE PROCEDURES

When a VAR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ROCKY MOUNT, N. C. Rocky Mount Airport 97 VAR - VRMT Procedure No. 1 Effective Date 6/7/54				N side NE crs 070 - outbnd 250 - inbnd 1300' - within 25 mi	800	261 4.3	T-dn C-d C-n A-dn	300-1 600-1.5 600-2 1000-2	300-1 700-1.5 700-2 1000-2	Within 4.3 mi... Climb to 1800' on SW crs within 25 miles.

NANTUCKET, MASS. Nantucket Airport. Procedures No. 1 & 2, Effective Date 5-20-54, CANCELLED.

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

DES MOINES, IOWA Des Moines Airport 957 BVOR - DSM Procedure No. 1 Effective Date 6/20/54	Des Moines LFR	173 4.2	2100	E side crs 168 - outbnd 348 - inbnd 2100' - within 15 mi 2200' - within 25 mi	1600	348 6.2	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.2 mi... Immediately turn left. Climb to 2600' on outbound crs. of 310° within 25 mi or when directed by ATC, make immediate left turn, climb to 2600' on outbound crs of 253° within 25 mi. CAUTION: 1560' MSL TV tower located 3.2 mi NNE. When TV tower not visible on take-offs on N, NW, E and NE, climb to 2100' prior to turning toward TV tower.
	Martensdale FM (Final)	009 5.0	1600							
FLORENCE, S. C. Florence Airport 116 BVOR - FLO Procedure No. 1 Effective Date 6/6/54	Florence LFR	027 4.0	1500	N side crs 054 - outbnd 234 - inbnd 1400' - within 25 mi	900	234 4.3	T-dn C-dn S-dn A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.3 mi... Climb to 1500' on crs of 237° within 25 miles.
JACKSON, MISS Hawkins Airport 311 BVOR - JAN Procedure No. 1 Effective Date 6/14/54	Jackson, LFR	315 3.5	1500	W side crs 336 - outbnd 156 - inbound 1700' - within 25 mi	1200	156 4.9	T-dn C-dn S-dn 16R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.9 mi... Climb to 2000' on crs of 156° within 25 miles. NOTE: Tower 1049' MSL located 3.8 mi SW of airport.
MARTINSBURG, W. VA. Martinsburg Airport 556 BVOR - MRB Procedure No. 1 Effective Date 6/17/54				N side crs 105 - outbnd 285 - inbnd 2600' - within 10 mi	2100	285 7.5	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-2 800-2	Within 7.5 mi... Climb to 4000' on crs of 285° within 25 mi of VOR.
McALESTER, OKLA New Municipal Airport 740 BVOR - VDTDF MLC Procedure No. 1 Effective Date 6/6/54				E side crs 167 - outbnd 347 - inbnd 2400' - within 25 mi	1800	347 2.0	T-dn C-dn A-dn	300-2 600-2 800-2	300-2 600-2 800-2	Climb to 2000' on crs of 347° within 25 mi. CAUTION: 1040' MSL Hill 1 mi NW of arpt

CAUTION: [illegible] area. Pilots using this facility shall, as soon as practicable advise facility of their position, altitude, ETA, and intentions, and there after determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted facility, hold between facility and a point two minutes out on final approach course at least 1,000 feet above procedure turn altitude and 1,000 feet above previously reported traffic until advised that aircraft making approach has landed. Keep facility advised at all times of changes in altitude and position in order that other aircraft may also receive this information.

NOTE. Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN / SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED / REMARKS
MEMPHIS, TENN. Municipal Airport 269 BVOR - MEM Procedure No. 1 Effective Date: 6/13/54	Memphis LFR	074 5.0	1500	N side crs 107 - outbnd 287 - inbnd 1500' - within 25 mi	1000	287 3.5	T-dn C-dn S-dn R-27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.5 mi... Climb to 1700' on crs of 287° within 25 miles.
NASHVILLE, TENN. Berry Field 606 BVOR - BNA Procedure No. 1 Effective Date: 5/19/54	Nashville LFR	159 4.5	1700	N side crs 121 - outbnd 301 - inbnd 2000' - within 25 mi	1500	301 5.1	T-dn C-dn S-dn 33 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.1 mi... Climb to 3660' on crs of 229° within 25 miles. CAUTION. High tension line 137' above field elevation between the VOR station and the airport.
SPRINGFIELD, ILL. Capitol Airport 595 BVOR - DTV - SPI Procedure No. 1 Effective Date: 6/10/54	Springfield LFR	030 10.0	2000	N side crs 036 - outbnd 216 - inbnd 1900' - within 25 mi	1400	216 3.7	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.7 mi... Climb to 2000' on crs of 209° from SPI-VOR within 25 miles.
ST. LOUIS, MISSOURI Lambert Field 558 Procedure No. 1 BVOR Effective Date: 6/10/54	St. Louis LFR	303 11.0	1800	W side crs 317 - outbnd 137 - inbnd 1800' - within 25 mi	1300	137 9.2	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 9.2 mi... climb to 2200' on crs of 137° from the STL-VOR within 20 miles

AUTOMATIC DIRECTION FINDING PROCEDURES

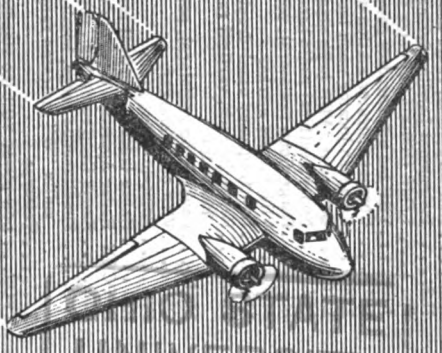
When an ADF instrument approach is conducted at the below-named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN / SIDE OF FINAL APCH CRS / OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11
ANDERSON, S. C. Anderson Airport 783 BMH - VT AND Procedure No. 1 Effective Date: 6/7/54	Anderson VOR	066 24.0	2000	S side crs 238 - outbnd 058 - inbnd 2000' - within 10 mi (NA beyond 10 mi)	1300	On Airport	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 500-2 800-2	Within 0.0 mi... Make 180° left turn and climb to 2000' on track of 238° within 25 miles.
	Reedy Int.	238 25.0	2200							
AUGUSTA, GA. Bush Field LOM AG Procedure No. 2 Effective Date: 6/11/54	PROCEDURE CANCELLED "Superseded by combination ADF-ILS Procedure, dated June 11, 1954"									
OTTUMWA, IOWA Municipal Airport 845 "H" - OTM Procedure No. 1 Effective Date: 6/1/54	Ottumwa VOR	305 8.0	1900	N side crs 040 - outbnd 220 - inbnd 1900' - within 25 mi	1400	On Airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	0.0 mi... Climb to 2100' on crs of 220° within 10 miles.
QUINCY, ILLINOIS Quincy-Baldwin Airport BMH (LOM) UIN Procedure No. 1 Effective Date: 1/7/53	PROCEDURE CANCELLED (As Procedure Combined with ILS Effective April 13, 1954)									
VINEYARD HAVEN, MASS. Martha's Vineyard Arpt. 68 MHW - MVY Procedure No. 1 Effective Date: 6/11/54				E side crs 195 - outbnd 015 - inbnd 1200' - within 10 mi	660	Facility on Airport	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 0.0 mi... Climb to 1500' on crs of 015° from the Martha's Vineyard MHW within 10 miles.
WASHINGTON, D. C. Washington National Airport 16 MHW - RVD Procedure No. 1 Effective Date: 6/20/54	Andrews LFR	348 16.0	1600	W side crs 239 - outbnd 219 - inbnd 1500' - within 10 mi (NA beyond 10 mi)	1000	227 6.0	T-dn C-dn A-dn	300-1 800-2 1000-3	300-1 800-2 1000-3	Within 2.0 mi... after passing Riverdale MHW, climb to 1500' on crs 227° and, as directed by ATC. Proceed to (1) Washington LFR (2) Herndon Int. at 2800'. (3) Springfield MHW at 2000' or (4) Andrews LFR at 3500'. Additional alternate missed approach procedure when requested by ATC, if unable to proceed from Riverdale with three miles visibility and free of all clouds, make a right climbing turn to 039° and return to Riverdale holding pattern.
	Beltsville FM (Final)	219 10.0	1000							
Procedure No. 2 SBRA-DTXV - DCA Effective Date: 6/20/54	Springfield Rbn	103 12.0	1500	W side crs 181 - outbnd 001 - inbnd 1400' - within 15 mi (NA beyond 15 mi*)	1000	001 5.3	T-dn C-dn S-dn 36 A-dn	300-1 #600-1 #500-1 800-2	300-1 #600-1.5 #500-1 800-2	Within 5.3 mi... Make a left climbing turn as as practicable, climb to 1600' (or higher altitude when requested by ATC), on crs of 320° to Herndon Int. *Non-standard procedure turn to avoid traffic at Andrews AFB. #CAUTION. Standard clearance not provided over 596' Monument 1.8 mi N of Airport and 422' Monument 1.7 mi W of final approach course.
Procedure No. 3 MHW - GEO Effective Date: 6/20/54	Herndon VOR	118 21.0	1800	S side crs 330 - outbnd 150 - inbnd 1800' - within10 mi	1800	150 4.1	T-dn C-dn S-dn 15,18 A-dn	300-1 900-1 900-1 1000-2	300-1 900-1.5 900-1 1000-2	Within 4.1 mi... Climb to 1500' on crs of 150° and, as directed by ATC, make a right turn and (1) proceed to Herndon Int., at2800'. (2) Springfield MHW at 2000' or (3) Return to Georgetown MHW at 1800'. Additional missed approach procedure: proceed to Riverdale MHW at 1500' or to Andrews LFR climbing to 3500'
	Springfield MHW	050 12.0	1800							
	Washington LFR	348 10.0	1800							
	Riverdale MHW	270 7.0	1800							
AUGUSTA, GA. Bush Field Procedure No. 1 Effective Date: 5/21/54	Delete from Page 105, of the Flight Information Manual, Dated June 1, 1953.									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

SAVE THIS ISSUE

AIRMAN'S GUIDE



SPECIAL NOTICE
PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS. See Page 74.

SPECIAL NOTICE
CUMULUS CLOUD FLYING ACTIVITY
See page 96.

SPECIAL NOTICE
Change in ATC Holding Clearance Phraseology.
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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 73.

SPECIAL NOTICE
NEW AIRPORT TYPE CLASSIFICATIONS
See page 26.

SPECIAL NOTICE
DANGER AREA PENETRATION BY CIVIL PILOTS. See Page 72.

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OHIO STATE UNIVERSITY

VOL. 9, NO. 7 ..... JUNE 15, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	·—	J	JIG	·———	S	SUGAR	···
B	BAKER	—···	K	KING	—·—	T	TARE	—
C	CHARLIE	—·—·	L	LOVE	·—··	U	UNCLE	··—
D	DOG	—··	M	MIKE	——	V	VICTOR	···—
E	EASY	·	N	NAN	—·	W	WILLIAM	·——
F	FOX	··—·	O	OBOE	———	X	XRAY	—··—
G	GEORGE	——·	P	PETER	·——·	Y	YOKE	—·——
H	HOW	····	Q	QUEEN	——·—	Z	ZEBRA	——··
I	ITEM	··	R	ROGER	·—·			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	·—	J	JULIETT	·———	S	SIERRA	···
B	BRAVO	—···	K	KILO	—·—	T	TANGO	—
C	COCA	—·—·	L	LIMA	·—··	U	UNION	··—
D	DELTA	—··	M	METRO	——	V	VICTOR	···—
E	ECHO	·	N	NECTAR	—·	W	WHISKEY	·——
F	FOXTROT	··—·	O	OSCAR	———	X	EXTRA	—··—
G	GOLF	——·	P	PAPA	·——·	Y	YANKEE	—·——
H	HOTEL	····	Q	QUEBEC	——·—	Z	ZULU	——··
I	INDIA	··	R	ROMEO	·—·			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(6-15-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make three hundred sixty (360) degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland , Denver , Great Falls and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 126.5, 126.18, 257.8 mc	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L . Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L . Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4 . Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	
New York Intnl. Arpt., (Idlewild), N. Y	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R . Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4 Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 137.88, 257.8 mc	ASR	Arrival Control
Portland Intnl Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36 . Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C	118.1, 119.7, 120.3, 120.5, 126.18, 132.3, 135.9, 137.88, 255.4 (Cnreq 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Guards 122.1 (on-request 125.1, 125.7, 125.9 mc)
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.1, 118.5, 126.5, 137.88, 363.8, 136.8, 225.4, 142.02, 243.0, 270.6, 335.8 mc	ASR	Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports. PPI not authorized.

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR			Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	206 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME →	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME →
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	←
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler						375 NS		400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME →
Augusta-Bush Fld	109.9	ACS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.3	219 CH*	DME (test)
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME (test)
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.16	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.33	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	35	0.65	201 LU	4.69	219 ML	

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(6-15-54)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	CLIDF SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	335	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME [redacted]
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	LMM lctd 0.63 mi, LOM lctd 4.3 mi
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key					0.71	356 EI			
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME (test)
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME (test)
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	382 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist. 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.31	233 GA	4.49	332 LC*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.71		4.4	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	43	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVC	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG		319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.3	PHL	335	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME (test)
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7W	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME (test)
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	MHW	BAE	344		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	DME (test)
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		
(1)Douglas	BVOR-DTVBJ	DUG	112.9;V;121.5,126.7, 122.2;379	(3),#	
[redacted]	[redacted]	[redacted]	[redacted]		
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		
Payson	HW	PAS	248		
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME (test)
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
"	MHW	IMH	201		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2	(3),255.4	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		
" Adams	AC(g)		335;126.18,118.7,121.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME (test)
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME (test)
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME (test)
[redacted]	[redacted]	[redacted]	[redacted]		
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,126.18,255.4	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	CWK	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7, 122.2	(3),#	DME (test)
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7	(3)	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME (test)
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0,121.3	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		DME (test)
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18,120.5,257.8, 243.0	(2),#	(0700-2300)
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME (test)
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS -Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
"McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Salinas	BMRL-DTV	SNS	260;V;121.5,126.7, 255.4	(3),#	30 A 120 N 210 A 300 N
(1) "	BVOR	SNS	112.1		DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME (test)
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Nicholas Is. (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
Thermal	BMRLZ-DTV	TRM	242;V;121.5,126.7,122.2	(3),#,255.4	56 A 144 N 236 A 324 N
(1) "	BVOR	TRM	114.3		DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		DME (test)
Aurora	HW	AUR	296		
Colorado Springs	MHW	COS	239		
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),*	
Denver	Center		118.9,301.4	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1)Kremmling INSACS-Eagle	BVOR-DVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7	(3),#,255.4	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5	(2),#	(0645-2245)
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0600-2200)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME (test)
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8 ,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#, (125.1, 125.7, 125.9, req only)	
	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME (test)
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	38 A 157 N 218 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME (test)
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3),#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME (test)
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5, 118.1, 118.5, 121.5, 126.5, 136.8, 137.88, 142.02, 225.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME (test)
W. Palm Beach	SBMRA-DTV	PBI	209;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME (test)
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	DME (test)
	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME (test)
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME (test)
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	
(1)Twin Falls	VORW	TWF	115.8		DME (test)
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-TV	BDF	382;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2100)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME (test)
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-*DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
[redacted]	[redacted]	[redacted]	[redacted]		
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME (test)
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	MRLW-	LAF	227		50 A 120 N 230 A 300 N
(1) "	BVOR	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME (test)
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0600-2200)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME (test)
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
[redacted]	[redacted]	[redacted]	[redacted]		
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME (test)
" Arpt	AC(g)		278;118.3,121.5,126.18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME (test)
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME (test)
[redacted]	[redacted]	[redacted]	[redacted]		
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME (test)
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
Dodge City	BMH-TV	DDC	290;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	DDC	116.4		
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
Goodland	BH-TV	GLD	353;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	GLD	115.1		
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME(test)
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
[redacted]	[redacted]	[redacted]	[redacted]		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	
" Smoky Hill AFB	MHW	PBH	365		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.3		DME
" Arpt	AC(g.7)		278;119.5,121.5,[redacted] 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME (test)
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#.255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 124 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(1); #	89 A 146 N 267 A 339 N
(1) "	BVOR	SHV	112.9		DME (test)
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		DME (test)
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DV	ADW	379;126.7,122.2	(3)-135.9	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0600-2200)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); #	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1; V;121.5,122.2, 126.7,255.4;326	(3),#	DME (test)
Shadyside	MHW	SHZ	391		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MH	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	01 BA 91 NB 181 YN 271 AY
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0700-sunset)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,126.18, 126.5,257.8	(2),#	
Flint	BMH-TV	FNT	335;V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME (test)
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,126.18,257.8	(2), #	
" "	VHF/DF			100-156 mc	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME (test)
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR- DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME (test)
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	
Joplin	BMRLZ-DTV	JLN	400;V;121.5,126.7,122.2	(3),#,255.4	88 N 178 A 268 N 352 A
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
[redacted]	[redacted]	[redacted]	[redacted]		DME (test)
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2	(3)	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	3 A 74 N 183 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME (test)

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
Chadron	BMH-TV	CDR	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	CDR	113.4		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME (test)
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,122.2, 126.7	(3),255.4	71 N 170 A 251 N 350 A
" Arpt	AC		272;118.5,126.18,121.5, 257.8,243.0	(2),#	
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME (test)
" Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME (test)
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME (test)
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0800-2300 wkdys 10-19 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NEW MEXICO NEW YORK

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
[redacted]	[redacted]	[redacted]	[redacted]		
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#.	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME (test)
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME (test)
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1).	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;224	(3),#,255.4	DME (test)
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME (test)
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#.	
" Floyd Bennett NAS	MH[redacted]	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	DME (test)
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		(0700-2300 & req)
Schenectady Co.	CI		284;126.18,121.3	(2),#	
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME (test)
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME (test)
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVAR	AVL	108.3		21 AY 111 BA 201 NB 291 YN
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	61 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME (test)
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		
(1)Golva	VORW	GOL	116.7		
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 205 A 290 N
" Arpt	C(g.7)		272,119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME (test)
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME (test)
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 142.74,121.5,243.0,126.5	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0700-2300)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7;206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	DME (test)
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
"	TVOR	OIV	114.4 (08-17)		
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		DME (test)
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	(1)	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		DME(test)
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME (test)
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.9,255.4,137.88	#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, [redacted] 257.8,118.7, 119.3	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,137.88, 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME (test)
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME (test)
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME (test)
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME (test)
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 238 A 328 N
(1) "	BVOR	SPA	115.7		DME (test)
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME (test)
" Arpt	C(g)		278;118.3,121.5	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	DME (test)
[redacted]	[redacted]	[redacted]	[redacted]		
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME (test)
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME (test)
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME (test)
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	335;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME (test)
" Easterwood	AC(g)		272;1185,1215,1261,8,1515,6,2578	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255 4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME (test)
" Love	AC(g)		278;118.7,121.1,121.5, 126.18,257.8 ,119.5	(2),#	(0700-2300)
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3). #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME (test)
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), *	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0600-2200)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME (test)
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME (test)
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7; 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME (test)
(1)María	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME (test)
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME (test)
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		
" Intnl	AC(g)		278,118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
" Pounds Fld	C		206;119.1	119.1	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	121.5,255.4	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,119.9,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DV	ARV	233;126.7,122.2	(3)-135.9	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V,121.5,122.2, 126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME (test)
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME (test)
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME
(3)Lawrenceville	VORW	LVL	115.6		DME (test)
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
" Preston Glenn	C(g)		248;119.9	(2),#	
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME (test)
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(6-15-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8,, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME (test)
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	(1)	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req,#	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2	(3),#,255.4	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME (test)
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME (test)
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME (test)
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME (test)
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7	(3)#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME (test)
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			[redacted] (100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	JV		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7	(3)	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5	(2),#,257.8	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		DME (test)
Douglas	BMH-TV	DGW	251;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	DGW	114.1		
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME (test)
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME(test)
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		DME (test)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3); 6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406 kc; 121.5 mc	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S.Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with C, L, M or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A, N, CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited AF - Air Force

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport.
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (see definition above).

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is that from the center of referenced city to airport.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.

Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least F3: 91/96 oct., and lower
F2: 80/87 oct., and lower F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.

Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. → New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1 NW;RR NE	1058	2	28-*L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	L	1.5 SW	685	2	32-S1		N,S blkd.
(PC)Andalusia	L	2.6 S;hwy W	340	2	21-(S1)	(F1)	
" Municipal	L	5.5 E;hwy S	330	2	38		when wet.
(P)Anniston	P	5.5 SSW;hwy E	599	2	h38-*L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft
(AF)Anniston, Talladega	P	15 WSW	527	3	h53		NE/SW rnwy clsd. Use fld with caution
(PC)Auburn-Opelika	P	2.8 E;hwy 1 N	774	3	h40-B*L4-S5	F1	5050' strip avail.
Bessemer, Durham	L	2.5 SW;RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-BL6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. N,NE blkd. Rnwy 8-26 clsd.
(PC)Brewton	L	3.5 S;riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3 NNW;hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW;hwy SSE	581	1	20		
Chickasaw	L	1 W;RR 1 S	39	1	21		Rgt tfc W.
Clanton, Gragg	L	1.8 NE;crk S	593	2	26-B		ENE,SE blkd SE end ruf.Soft-wet.
Columbiana	:	1.5 WNW;RR S					Ctn-not maintd. ABANDONED.
(PC)Courtland	P	1.8 W; RRs NE	588	4	h50-S1	F1	
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE;hwy W	591	2	h40-*L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW;hwy S	330	3	h40-BL4-S3-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys.
(P) " Napier	L	7.5 NW;RR S	397	3	h45-(S5)	(F1)	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula, Weedon	P	4.3 NNE;hwy E	275	2	34-S3	F1	
Eutaw	L	2 SE;hwy N	160	1	23		Rolling. Cattle on fld.
(P)Evergreen, Middleton, 20. MSY-ATL	P	6 WSW	258	2	h40-BL4-W		
Fairhope, Klumpp	L	3.1 E;rds S,E	65	1	19	(F1)	
(PC)Fayette	L	2.2 NNE;hwy W	364	2	24		
Flomaton	L	2 NNE;hwy W	240	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE;lk S	579	1	20-S3	F1	Unlgtd poles on race track.
Foley, Oak	P	6 S;hwy E	35	2	20-S5	F1	S,W ends strips soft when wet.
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW;RR NW	905	1	18		
" De Soto Park	:	6 NE					ABANDONED.
(PC)GADSDEN	P	5 SW	554	2	h48-BL4-S5	F4	
" Goodyear	L	3.5 ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE;hwy NE	478	2	22	F1	
(PC)Guntersville	L	3.8 NNE;hwy W	609	1	25		
Haleyville, Lakeman		5 NE					ABANDONED.
(PC)Headland	L	2 ENE;hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S;RR E	619	2	h46-*L4-S3-W	F3	Use rnwys.
(PC)Jasper, Walker County	P	2.2 NNE;RR W	496	3	31-S3	F1	P-line NW.
Lafayette	L	1.4 NE;hwy W	850	1	18		
Lanett, Valley	P	2 SE;riv N,E	564	2	31-*L4-S5	F1	NE/SW Strip clsd-const.
Livingston, Jackson	L	1 N;RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W;bet rds	217	3	h51-BL4, 6-S5-W	F4	
" Davis	P	13.5 SW	180	2	18-S1	F1	
Monroeville, Lee	L	4.7 SSW;hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE;hwy W	175	2	29-S5	F3	Ruf spots, E blkd.
(P) " DANNELLY	P	7.5 SW;hwy N	219	3	h70-BL4-S5-W	F4	Use rnwys. Obstn lgts NW side fld are approx 15 - 25' below level of trees NW end NW/SE rnwy.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S5-W	F3	
Phenix City	L	2 N;riv E	433	1	22		
Prichard, Skytrail	P	2.5 NW;RR NW	52	1	17-S5	F1	No storage.
Russellville, Wood Dearing	L	4 E	762	2	20-(S1)	(F1)	SE,NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW;hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW;riv SSE	123	1	23		INACTIVE.
(AF)SELMA, Selfield	P	4 ENE;RR S	136	3	h43		2-way rdo rqrd during AF operns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S;riv NE	200	2	29		
(PC)Troy	L	5 NNW;hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW;RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	P	1.2 SW;hwy ENE	498	2	26-S3	F1	Rolling
Tuskegee, Moton	P	3 N;hwy W	270	1	40-(S3)	(F1)	Atnd Sunday only.
(PC)Wetumpka, Elmore	L	7 W;hwy N	196	1	26-*L4-(S3)	(F1)	Ctn-not maintained.
Winfield		0.5 SSW;hwy NE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	P	0.5 SW;RR N	280	1	16-S5	F1	No storage
Scottsboro, Word	L	2.1 ENE; RR W	650	1			

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	P	5 N;RR NE	1458	3	h63-BL2	F2	
← Amado, Kinsley Ranch	L	2.2 NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8 SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Benson		2 ESE;RR N					ABANDONED.
Bisbee		5.5 SSE;RR W					ABANDONED.
Bowie	L	1.9 W;RR N	3800	2	20		
Buckeye-Stephens	P	0.8 WNW;hwy S	980	1	26-S3	F2	No storage. E,W blkd.
Bullhead City, Bullhead	L	1 N;riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E;rd S	1450	2	35		P-line W.Surd by mtns,Vegetation. Ruf.
Cameron	L	1.8 NE;riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		
" Three Point	P	1.5 NNW;hwy E	1389	4	40-L4-S5	F3	2600'N/S Strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE;RR W	1236	2	30-S5	F3	P-line NE.
" Riggs	L	6 SSE;rd W	1300	1	26		P-line SSW,vegetation on NE end.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride, Shep's Pleasant Valley	L	3.8 WSW;hwy W	3600	2	23		Rolling,Cattle on fld.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-B*L4-S1		Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	3	52		P-line E. Rocky. Soft when wet.
Colfred	L	1.6 ESE;RR 1 N	345	2	h40		Ctn-access is by poor desert trail.
Coolidge	L	1.7 S;hwy W	1450	1	32		P-lines NW.
(PC) " -Florence	P	6 SE	1587	3	h56-S5	F2	No storage.
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N;RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	29		Ctn-not fenced.
Douglas	P	2.5 E	4181	3	h41-L24-S5	F3	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5 NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd.ARPT OF ENTRY Tfc pat alt 1000'.
(PC)Duncan	L	2.3 SW	3878	2	35		
Elfrida	L	1 SE;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5 SSW;hwy W	7010	1	63-BL4-S1-W	F3	98 oct avail.
" Gray Mountain	P	38 NNE;hwy E	5040	2	21		
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	0.7 SW;hwy E	1900	1	52		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4800	1	34		Rolling.Cattle on fld.
Ganado	L	1.5 S;rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW;RR W	858	3	h62		
" Gila Gin	L	6.9 WNW;riv NNE	750	1	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27	F2	Rolling.
" Stephens Ranch	L	13 NW;riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	L	5.3 W	1060	1	21-S5	F3	P-lines E,W.
← " Thunderbird #1							ABANDONED
(PC)Globe, Cutter	L	7.3 ESE;RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE;hwy W	3600	1	29		Surd by mtns,Rolling,ruf,Soft-wet,Cattle fld.
← Grand Canyon (S. Rim)	L	14.3 S	6362	2	10-S1	F1	
(PC)Hackberry	L	6.4 NW;hwy S	3390	2	h60		Ctn-hazardous.Cattle-fld.
Hayden	L	1.2 S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
← Hereford, Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2 NNE;hwy SE	5241	2	48-BL2	F1	Strip soft.
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	53		Ctn-erosions. Soft when wet.
Kelvin	L	0.5 E;RR S	1875	1	21		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5 NE;RR NW	3446	3	h68-BL4-S5	F4	
" Searchlight Ferry	L	37 NW;riv W	672	1	30	F1	
" Temple Bar	L	61 NNW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 E;rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	P	7.7 WNW;riv SW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)Marble Canyon	P	0.3 SW;bet hwy,riv	3580	1	41	F3	Deep canyon SW.
" Cliff Dwellings	P	10 SW	4210	1	27		
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED. Hazardous.
Mesa, Falcon	P	7.3 NE	1387	1	22-S1	F3	
" Oasis	L	11.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	P	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-W	F4	Rgt tfc S. ARPT OF ENTRY.
Palo Verde, Kendrick	P	4 N;rd E	1000	1	26		Fence, ditches adj to strip. E blkd.
← Parker	L	1 ENE	450	3	32		Ctn-gopher holes, weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	L	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	L	6.2 SW;rd N	1028	1	24		Soft.
" Paradise	P	8 NNW;canal S	1245	4	32-S5	F4	P-line E. rqrd. Rgt tfc rnwys 26R, 8R.
(NG) " -SKY HARBOR	P	2.8 ESE;RR N	1124	3	h78-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
" South Phoenix	P	3 SSE;riv N	1100	1	26-S5	F2	Rgt tfc E. P-line E, W. No storage.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2483	3	32		Ctn-downdrafts. On high mesa.
Polacca	L	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8 NE;RR E	5042	2	h76-BL2,4-S5-W	F4	Hill S. Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	L	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1, 2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2400	2	42		
Round Rock	L	0.5 S;rd NW	5600	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	P	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1 NW;hwy S	5560	2	45		
St. Michaels, Window Rock		See Window Rock Arpt under New Arpts.					
Salome	P	0.7 SW;hwys NW	1876	3	45	F1	NW, NE(south)blkd.
" 27B, LAX-PHX	P	15.8 SSE;rd N	1362	2	41-BL2		
San Simon		1, 1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N,NW;fence WSW.
(PC)Sells	L	2 NW;hwy SW	2380	3	27		Embankment WSW.
← Show Low	P	2 ENE;hwy S	6412	2	43		Unattended.
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7000	3	50-B L4-(S1)	(F2)	E/W strip ruf.
Stoval	L	2.5 SSE	365	2	h40		
Superior	L	2 WSW;hwy N	2600	2	19		NNE blkd. Mtns WSW.
Tempe	P	1.2 SW;RR E	1160	3	27-S5	F3	P-lines E, ENE, ESE, WNW.
" Sanders	P	5 SSW;RR E	1240	1	26-S5	F2	No storage. N, S blkd.
Tes'Nos Pas	L	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;canal NW	740	2	39		
Toltec	L	0.4 NW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	L	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah		0.2 SE;rd N, W					(ABANDONED)
" Webb	L	2.5 E;rd S	1125	1	28		P-line SSW.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	P	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip.
Tuba City	L	1 WSW	5000	2	20		Rolling.
(P)TUCSON	P	7 S;RR W	2630	2	h120-BL4-S5-W	F4	115/145 & jet fuel avail. Rnwy 17-35
" -Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling. perm clsd.
" Downtown	L	1.4 S;RR SW	2400	3	39		N blkd p-line NW. Ctn-erosion, weeds.
" Gilpin	P	4.2 NW;RR W	2200	4	55-L4-S5	F2	P-lines W, SW, NW end ruf. 4000' NW/SE Strip lgtd.
" Ryan	P	13 WSW;hwy S	2425	3	h25-S1	F2	P-line SSE. Vegetation. Soft-wet.
" Thunderhead	P	15 ESE;rd W	2885	1	31	(91)	
Tuweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	P	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	L	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation. Surd by mtns.
Wickenburg	L	15 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2400	1	26		Ctn-cattle, autos. Uphill lndgs, downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	L	4.4 WSW;hwy N	2500	1	32	F2	Hills SW. Uphill lndgs to SW. Tk-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	P	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	P	2 WSW;RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	L	15.5 W	5500	1	35		Cattle on fld.
← " Leupp Junction	L	10.4 WNW;RR S					ABANDONED.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
(PC)Yucca	L	1.5 NE;RR W	2030	2	h60		
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h65-BL4-S5-W	F3	Rgt tfc rnwys 17,26. Tfc pat. alt within 3 mi radius, 600' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14 SSE	275	2	h37		
" Aux #4	L	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		tinue to do so. Rgt tfc N.
" Marsh	P	0.7 E;riv N, NE	130	1	39-S5	F2	Ctn-riv encroaching on strip-may con-
NEW AIRPORTS (or airports out of alphabetical alignment)							
Tucson, Cielo-Terra Guest Ranch	P	13.5 N;hwy W	2650	1	30	F2	Rolling.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Tk-off SW or W Soft-wet. Use strips.
Phoenix International Harvester Proving Ground	L	11 S	1234	1	41		
← Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
ARKANSAS							
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	F	3 W	208	3	h45-S5	91	DANGEROUS-Soft at all times.
← Arkadelphia, 24, DAL-LOU	P	1.5 ENE;RR NW	186	4	40-BL2-S5	F2	
(PC)Batesville	P	3 S;hwy E	464	2	h28-BL4-S1	87	P-line W.
Beaver, Shields	L	1 NW;riv SW	880	1	28		Use strip.
(PC)Benton	P	1.6 W;hwy N	300	2	19-S3	F1	N blkd.
(PC)Bentonville	P	1.5 SSW;hwy E	1296	1	27-S3	F1	
" State Line		9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB		Arpt now Air Force installation					
(PC)Brinkley, Federer Mem'l	P	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto.
Cabot, Bailey	P	0.5 W;RR, hwy SE	305	2	16		E ruf.
(PC)Camden, Harrell	P	4.5 NE;hwy W	128	2	h36-BL4-S5	F3	
Carlisle	L	0.5 S;hwy N	235	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5 E;hwy S	425	2	30-BL4	F1	Caution-wet.
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5 SE;rds NE, W	309	2	32-B-S5	F2	Caution-wet.
Corning	L	0.7 W;hwy N	290	1	16		N blkd. Use caution.
← Cotton Plant, Overholt	P	3 W;hwy S	250	3	26-S1	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6 NE;RR W	181	2	22-*L-S5	F3	
Dewitt, Commercial	P	3 W, RR N	196	2	26-S5	F3	ENE, E blkd. Use strips.
El Dorado	P	1.5 S;rds E, W	265	2	24-*L-S5	F3	
(P)" -GOODWIN	P	8.6 W;hwy S	277	3	h51-B*L4-S3-W	F3	Use rnwys.
(P)Fayetteville	P	4 S;hwy W	1251	4	h30-B*L4-S5-W	F3	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL2,4-S3-W	91	
(NG)FORT SMITH	P	4 SSE;RR S	464	2	h53-BL4,6-S5-W	F4	Use rnwys.
(PC)Gurdon	P	0.2 NW;rd N	229	2	24-(S1)	(87)	Use caution when wet.
(PC)Harrison	P	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F3	
Hasty, Smith	L	3.3 SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8 WSW;RR N	229	2	h45		Use rnwys.
← " Fowlkes	P	1.7 E;RR N	225	2	21-S3	F3	N,S blkd; p-lines ENE, WSW. Ctn-wet.
← Heber Springs	P	1.5 NNE;hwy E	625	2	24-B-S3	F1	No storage.
(PC)Helena, Thompson-Robbins	P	6 NW;hwy S	241	3	h36-*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5 NW;RR E	359	3	h55-*L4-S5	F3	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3 SW;hwy N	525	2	h41-BL4-S5	F3	
Hughes, Tucker	L	1.1 S;RR,hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	L	0.5 ENE;hwy W	225	1	15		
(PC)JONESBORO	P	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	L	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet.
(NG)LITTLE ROCK, Adams	P	2.5 ESE;rd N, E	257	6	h70-BL4,6-S5-W	F4	P-line N. House N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	2	h36-L4		Ctn-wet.
Malvern, Harlas	P	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman		0.6 S;hwy N					(ABANDONED)
(PC)Mena 4 1, NEW-MKC	P	2 SE;hwy NE	1069	1	45-BL2		
Monticello	L	2.2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
← Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	16	F1	Ctn-rolling. Downhill N.
Nashville	L	2 N;rd E	450	2	19-(S1)	(F1)	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	P	6 ENE	237	4	h50-S5	F3	Use rnwys.
(PC)N. Little Rock,Central	P	5 ENE;hwy S	255	2	35-S1	F1	Caution-wet,Cattle-fld.
Ozark, Whitman	P	1.2NNW;hwySW	600	2	25	(F1)	
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE,Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF, Grider	P	5.3 SE;hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	P	2.5 N;hwy W	215	3	26-S1	F1	
Pocahontas	L	2 SE;hwy W	280	2	38	(F1)	
Prescott	L	2.8 SW;RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno	L	2.7 SSW;RR NW	290	1	h23		Gravel pile S end.
Rogers	L	2.7 N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8 NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3 N;hwy W	350	2	23-*L3-S5-U	F3	P-line SE.
(PC)Searcy	L	2.8 S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ	P	2 W;hwy S	1183	3	25-*L4-S5	F1	
(PC)Springdale	P	0.8 SSE;RR W	1352	2	26-*L4-S1	F1	
(PC)Stuttgart	P	7 N;hwy E	223	4	h50-L4-S5-U	F4	
" Dockery	P	1.5 NNW;hwy E	214	2	24-S5	F3	N,S blkd-Soft when wet.
(P)TEXARKANA	P	4 NE;RR NW	389	2	h40-BL4-S3	F4	Use rnwys.
(P)Walnut Ridge	P	4 NE;RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5 W;hwy N	215	2	17-*L3-S5	F3	NW blkd;p-lines NE,SE. Caution when wet. Rgt tfc E.NE.
" Farmers	P	3.2 W;hwy N	210	1	26-*L1,3-S1	F3	Caution when wet.
" Levee	L	2.4 E;RR N	215	1	24		CLOSED,P-lines N,S.
NEW AIRPORTS ((or airports out of alphabetical alignment)							
Texarkana,Mack's	L	4SE;RRN	390	2	18-S3		SW blkd,No storage.
(PC)Magnolia	P	3 SSE	313	1	h36-BL4-S3	F3	
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11 WNW;lk N	2865	4	h37-L-S3	F3	No storage.
" Gray Butte	L	15.3 W	3015	4	h37		
" Sun Hill Ranch	P	13.1NNW;hwyE	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW;hwy S	4228	1	29		Ruf-weeds,Too soft for use-wet wea.
Aguanga,Stardust Ranch	L	3.4 NW;hwy W	1750	1	20		Hill E.
Alpaugh, Von Glahn Ranch	L	7.2 NW	191	3	28		N,NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	P	1 W;RR S	4391	3	h35-S1	F2	P-line NE,SW. Soft when wet.
Amboy,Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar	L	1 S;hwy E	435	1	22		CLOSED-CONSTRUCTION.
Antioch	P	3.6 SSE	191	2	25-S1	F1	W blkd;p-lines NW;hills N,S,E,W.
Apple Valley	P	0.2 N;hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW;RR E	135	1	25		P-line E. Rolling. Soft when wet.
(P)ARCATA	P	7.6 NNW;ocean W	217	2	h60-BL4&7-S3-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	P	1.6 ESE;rd S					ABANDONED.
Artois, Varney	L	1.2 NW;hwy E	175	1	20		N blkd.
Atwood	L	0.6 W;RR,hwy N	235	1	15		
(PC)Auburn	P	3.8 N;hwy 1 W	1510	2	31-BL2-S5-U	F2	Soft when wet. Electric ear.
Avenal	P	0.3 W;hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E,S,SE. Soft when wet.
Bagdad	L	1 S;hwy N	700	3	38		Use with caution.
Baker, Brown	L	0.8 N;hwy S	940	1	25		Caution-very ruf.
Bakersfield	P	2.8 S;hwy W	378	1	h30-S3	F2	CLOSED Sat,Sun,Ctn-weeds on edges.
(P) " -KERN CO. #1	P	4.4 NNW;RR W	515	3	h59-BL4&5-S5-W	F4	TV antenna E,SE,S.
" Pumpkin Center	P	7 S;hwy S					ABANDONED.
(PC)Banning	P	1 SE;RR N	2190	1	h52-BL4-S1	F2	
Barstow	P	1.8 N;hwy S	2150	3	28-L4	F2	P-line N;h;ll NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW;tk-off SSE,Surd by mtns,Ruf.
Beckwourth, Plumas Co.	P	1.2 E;RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower	P	1.2 NE;riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW;hwy E	17	2	19		SSE blkd;p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE;hwy S	4155	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW;hwy S	6750	1	37		Use at own risk. Hills N,S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8 ENE;riv E	4121	3	h75-L4-S5-W	F4	
← Blue Canyon,13,SFO-SLC	P	1.1 NNE;hwy NW	5280	1	34-W		P-line NNW. Rolling.
(P) BLYTHE,21,LAX-PHX	P	7 W;hwy S	397	4	h69-BL4-S5-W	F3	
" Heron	P	1.2 E;hwy N	265	1	25-L4-S3	90	P-lines N.
" Skyway	L	13.5 W;hwy S	565	2	18		Ruf.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall, Shearer's Ranch	L	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borego-Air Ranch	L	3.5SE;hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW,Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	P	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW;rd W	810	1	28		SSE,NNW blkd. Use caution.
Boulevard, J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE;rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW;hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport,Bryant	L	0.3 NNE;lk N,W	6465	1	31		P-lines S,W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW;RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft, 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	P	2 S;hwy W	275	1	17	F1	
Calexico	P	1.2 W;riv N	SL	2	36-S3	F3	Rgt tfc W,NW,E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW;hwy S	-180	3	40-(S1)	F2)	ENE,SE,WSW,NW blkd.
Calistoga	P	0.2 ENE;RR S	365	1	h23-*L4-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1 SE;hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE;hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Canby, Mead	L	0.5 S;RR W	4300	1	23		Soft when wet.
Canoga Park	L	1.1SSW;RR ENE					ABANDONED.
Carlsbad	P	2 ENE	300	1	17-*L4-S5	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE;RR SW	220	1	20-S1	F3	Rgt tfc W.
CATALINA ISLAND Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED, Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N;hwy W	4610	1	h36		
Centerville, Center	P	2.1 SSE;hwy N,W	39	1	20-*L-(S5)	F1)	P-line WNW. Atnd mornings only.
Chester	P	1.5 SSW;hwy NW	4525	2	53-S5	F2	ENE,SSE,WSW blkd.
(PC)CHICO	P	5 N;hwy E	237	2	h67-BL4-S5-W	F3	Rgt tfc to SSE.
" Patrick	L	2.7 SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2 WSW;hwy NE	173	1	22-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E.NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	L	0.8 SE;RR NE	240	1	h17	F1)	Rgt tfc NW.
Claremont,Cable-Claremont	P	1.8 ENE;hwy S	1400	2	33-BL4-S5	F3	ENE blkd.
Clarksburg, Borges-Clarksburg	P	2.4 NNE;riv SE	12	1	20-S5	F2	ESE blkd.
COALINGA	P	1 N;hwy E	714	3	h52-S3	F2	
← Colusa	L	1.2 SW;hwy N	47	1	28-(S3)	F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	L	2.2 SW;hwy N	45	1	23		CLOSED WINTERS N,S blkd. Soft-wet
Compton	P	1.5 SW;hwys E,W	90	3	35-B*L4-S5	F3	W blkd, h20 rnwy avail. Rgt tfc E.
(PC)Concord, Buchanan	P	1.5 NW;hwys N,S	22	3	h50-BL4-S5	F4	P-line WSW.
Corcoran	P	1.3 WNW;hwy S	197	1	37-S5-U	F2	P-line NW. Ctn-weeds.
" Baldwin	L	2.7 NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE;RR,hwy W	205	1	29-L*1,3-(S1)	F3)	Twr NNW.
(PC)Corning	P	1.3 NE;hwy W	300	1	24-B-S1	90	
Corona, Thursby's	L	1.3 NE;RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N;hwy E	3380	2	26		E/W strip under const (ABANDONED)
Costa Mesa, Balboa Bay		1.3 WNW					P-line ESE.
Cotati, Waldo Rohnert Co	L	0.6 NE;RR E	117	1	h18		Hill WNW. Caution-wet.
Covelo, Round Valley	L	0.7 SW;crk NE	1385	2	30		SSW blkd.
(P)CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-L4-W	F2	Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxying only.
Creston	L	1.5 SSW	1200	2	18		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd, Bluff S.
Culver City, Hughes	L	3.6 SSW;RR N	22	1	h68-*L		
Cypress	P	1.3 ESE;RR SW	60	1	19-S5	F2	P-line NNE. Rgt tfc SSW.
Daggett 13,LAX-AMA	P	5 E;RR S	1927	2	h64-BL2-W		
Darwin	L	0.6W;hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E;RR N	28	1	23		Soft when wet. Caution-holes.
" University	P	2.4 WSW;crk S	65	3	h37-B-S5-U	F2	SSW blkd;p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W;hwys E,N	2037	1	23		Rgt tfc N.
Delano, Dunlap	L	7.5 ESE;RR W	525	aw	h20		S blkd. Stay N of p-line. Ctn-equip on fld
(PC) " -Kern Co. #3	P	1.5 SE;RR,hwy W	316	2	h60-B*L4-S5	F2	Use rnwys.
(PC)Del Mar	P	1.1 NNE;riv NW	11	1	h25-L3,4-S5-U	F2	Rgt tfc W.
Desert Center, 17, LAX-PHX	P	4.5 NE;hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE;hwy W	900	1	45		
Dinuba, Alta	P	4.5 E;RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	P	1.8 NNE;hwy NW	65	1	19-S1	F2	NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW,RR E	4239	1	23		(CLOSED-CONSTRUCTION).
Dos Palos, Eagle	P	6.5 SW;canal S					Soft when wet.
" Gallison's Dos Palos	L	1.6 S	117	1	29		Rgt tfc SW.
Downey	L	1.5 SSE;hwy W	100	1	h39		

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Dunsmuir. Mott. 25B. SFO-SEA	P	3.7 N;hwy W	3229	1	h28-L2	(F2)	Code bcn. P-line NNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S;hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE;hwy SW	275	1	16		
Edwards. Pancho Barnes	P	6.4 SW;rd N	2340	3	36-L-S5	F2	
El Centro, Eshelman's		2.5 S					(ABANDONED)
El Monte	P	1 NNE	300	1	h20-BL3,4-S5-U	F2	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE;lk SW	1256	2	32		P-line N;hill W. Soft when wet.
Escondido	L	1.5 W;RR, hwy N	630	1	19		CLOSED.
Essex	L	2.7 NNE;RR E	1650	1	49		
(PC)Eureka	P	2 W	20	1	h24-S5	F2	
"-County	P	3.6 ENE;hwy N	5	2	h17-L1-S5	F3	2100' strip avail. Soft-wet. P-line NNW Rgt tfc NNW.
Exeter. Pruner	L	3 SSW;hwy E	340	1	24-*L4		
Fairfield-Suisun	P	1 E;RR N	7	2	30-*L1-S5	F2	N blkd;p-lines S, WSW. Soft when wet. Weeds N end N/S Strip.
Fair Oaks-Phoenix	P	3.5 ENE;riv E,S	220	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	P	2.3S;RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N;hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	L	4 E;hwy N	645	aw	h45		
Fontana	L	3.5NNW;hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4230	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N;lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW;ocean W	65	1	h24		
" White	L	1 NNE;riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW;rd E	2728	1	38	(F1)	Surd by mtns.
(P)Fortuna, Rohnerville	P	3.3 SSE;rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	L	5.5 SSE;RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(P) " -AIR TERMINAL	P	4.8 NE;RRS, E	331	2	h70-BL4,5,6-S5-W	F4	Rgt tfc pat., rnwys 29,25. Use rnwys.
" -Chandler	P	1.8W;hwy S	277	1	h40-BL2,4-S5	F3	Lgts on req after 2200 SE blkd. Rgt tfc
" Furlong	P	6.5NW;canal NE	285	2	30-S5	F2	P-lines NNW, SSE, NW. Rnwy 11.
" Sierra Sky Park	L	8 NW;riv N	325	1	18		Ctn-weeds, pipe SE end strip. SE blkd. Hill SE.
(PC)Fullerton	P	3 W;hwy S, N	93	1	21-BL4-S5	F3	
Furnace Creek	P	0.5N;hwy W	-178	2	37-S1	F3	CLOSED. Rolling gravel. Rgt tfc S, SE.
Furnace Creek, 17, RIV-TDL	P	1.5 N	-211	1			Shoulders-unsafe. Use rnwys.
(PC)Garberville	P	1.5SW;riv SE	545	1	22-S3	F2	No sto. Rgt tfc NNE. Surd by mtns. Soft-wet.
Gardena-Valley	P	2 NW;RR N					ABANDONED.
Gasquet	L	1 W;hwy S	390	1	28		Hill WSW.
(P)Glendale, Grand Central Air Terminal	P	2.2NW;RR NE	477	2	h37-*L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N;hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W;hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" MacBoyle	L	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW;hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E;hwy NW	120	2	23		
(PC)Half Moon Bay	P	5.5NW;hwy NE	64	1	h50-BL4-S5-W	F4	No storage. Rgt tfc to SE.
(PC)Hanford	P	1.2 SE;hwy S	247	1	h22-S4	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W;hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N;lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes
Hawes Aux #1	L	1.5 SSW;hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E;RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2E;rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW;RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	P	3.7 ENE;riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW;RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5 WSW;RR SSE	1502	2	50-L4-S5	F2	h2330 rnwy avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW;RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N;hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	L	13.5 E	110	1	h40		CLOSED.
" McKim Ranch	L	5 NW;riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E;RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8 SE;ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(PC)IMPERIAL-COUNTY	P	1 S;hwy E	-58	1	h44-BL4-S1-W	F3	NNW blkd.
Independence	P	0.9N;hwy W	3926	2	28-S3	F2	Rolling. No storage.
(PC) " Inyo County	L	6 SSE;hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8 ESE;hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1 WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW;hwy S	1711	1	h20-B*L4-S3	F2	
(PC)Jacumba	L	1.3 E;hwy N	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co #10	L	0.2 NE;hwy SW	3550	3	42		P-lines S, WSW. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
(PC)Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Kerman, Bland	L	2 SE;RR N	222	1	18		
Kernville-Kern Co #13	L	1.2 NE;riv W	2575	1	24		Soft.
(PC)King City	P	1.5 NNE;RR W	370	1	h45-*L4-S3	F2	Embank WNW. 2000' of rnwy lgtd.
" Montgomery Corp	L	5 N;RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8 NNE;riv S,W	25	1	h16-S3	F2	
Lk Hughes, Neenach Rch	L	11.8 NW;hwy S	2975	1	19		1 on rnwy 6-24.
" Sky Castle	L	3 WSW;hwy N	2870	3	36		CLOSED. E, NE blkd; hills SW, WSW. Holes
(PC)Lakeport, Lampson	P	4 SSE;rd E	1380	1	35-*L1-S5	F2	Mtn WNW, Ruf.
LaMesa	P	4.2 SE;hwy 1,2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S;rd W	275	2	22-S5	F2	P-line SSE, E/W rolling. Rgt tfc E, SSE.
" Sweetwater	L	4.8 SSW;hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster	L	0.5 NW;RR E					ABANDONED.
" Quartz Hill	P	5.2 SW	2475	3	26-*L4-S5	F2	WNW blkd; p-lines W, WSW.
" Sterks Ranch	L	2.6 ENE;hwy S	2368	2	21		P-line W. Soft in spots.
" Victory	L	9.2 NW;rd S	2425	4	32		Ctn-weeds.
" Waldrip	L	2 NNE;RR W	2335	1	19		
Leggett, Reed Rch	L	1 SE;hwy S	1125	1	21		Soft-wet. Rolling. Hills E.
(PC)Lemoore	P	9 SW;hwy N	247	3	h61-S5	F2	SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N;hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW;hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	P	3.6 WNW;hwy S	120	4	h38	F2	
(PC)LITTLE RIV, Mendocino Co.	P	2.5 S;hwy 1.5 W	572	1	h52-W	F2	
Live Oak, Bowles	P	1.5 NW;hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE;RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW;riv S	350	1	23-S1	F2	
" -Sky Ranch	P	1.2 WNW;hwy NE	448	2	40-S5	F2	NE blkd.
Lodi	P	4.5 SW;hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N;hwy E	54	1	30-*L1-S5	F2	2400' of strip lgtd, W blkd; p-line E.
(PC)Lompoc	P	0.6 N;riv 1 N	94	2	23-L4-S5	F2	Rgt tfc W, NW. 800 x 1000' mat avail-use with caution.
Lone Pine	P	0.8S;hwy W	3700	2	26-S5	F2	NW blkd, Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R.
" East Long Beach	P	9.5 ESE;ocean SW	30	3	20-S5	F2	P-line WSW.
(P)LOS ANGELES-Intnl	P	9.5SW;RR E	125	4	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles		8.5 ESE;RR S					(ABANDONED)
(NG) " San Fernando Valley	P	17.5 NW;RR N	799	2	h60-B*L4-S5	F4	2-way rdo rqrd. Rgt tfc rnwys 26, 34. Rnwy lgts inop 2300-0700, ctc Burbank twr for emerg lgtg.
(PC)Los Banos	L	1.2 W;hwy S	119	1	h20-*L1-S5	F2	
Los Gatos, Ames	L	4.5 S;hwy 1.5 W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills-Kern Co. #9	L	0.6 NE;hwys S, W	285	1	h63		
" Blackwells Corner	L	10.5 W;hwy E	650	1	30		P-line E.
Lucerne Valley, Double J Rch.	L	7 E;lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NW&E.
(PC)Madera	P	3.5 WNW;hwy E	253	2	h45-BL4-S3	F1	No storage.
Mammoth Lakes, Arcular-ius Rch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E;hwy S	7100	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6		0.7 S;hwy N					(ABANDONED)
" Sunset	L	3.1 NE;RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5 WNW;rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N;bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N, Hill W.
Marysville, Cheim	L	1.5NE;hwy SE	67	2	h34-*L1-S5	F2	P-lines S. SSE; levees N. NNW. Rgt tfc to E, NE.
(P) " YUBA COUNTY	P	3.2 SSE;RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW;hwy 1 NE	155	2	h40-BL4-S5	F3	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW;hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S;RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE;riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Mojave, Myer	P	1 SSE;RR S	2726	2	36-(S1)	(F2)	W blkd.
Montague	P	1W;hwy S	2527	2	37-B*L2-S5	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE;RRW	2651	2	h75-BL4-S5-W	F3	No storage.
(N)Monterey-Peninsula	P	3.4 ESE;hwy NW	220	2	h50-BL3,4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE;hwy W	645	1	12		Fills E, W, S.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N;RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E;hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE;rd S	1110	1	22		P-line E.
(PC)NAPA-County	P	5.5 S;RR E,S	36	2	h53-BL4-S5-W	F3	
" Stewart	L	2 S;hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1 SSE;riv S	10	2	22-*L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 26A, LAX-AMA	P	5.5 S;hwy E	990	2	h58-BL4-W	F4	No 80 oct avail.

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Needles, Riverview	P	1.7 SSE	635	2	25-L4-S3	F2	NE blkd.
Nevada City	L	1.5NW;rds S, E	3060	2	26-(S5)	(80)	No sto.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4 S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Mario County	P	2.6 NNE;RR W	1	1	18-S5	F2	Soft when wet.Mountain W.
Oakdale	P	1.8 ESE;RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE.SE.
(N)OAKLAND	P	5 S;hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways.
Oak View Casitas	L	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	L	1.8 NNE;riv N	29	1	25-(S1)	(F2)	Rgt tfc W.Use rnwys.
" Hi Hi Sky Ranch	P	1.5 ENE;RR S	48	1	20		Rgt tfc ENE.
Ojai, Henderson	L	3.5 WSW;RR E	600	1	18-(S5)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E;hwy W	3648	2	20		W blkd.
" Campbell's Monache Meadows	L	10 WSW;riv W	8000	2	29		Clsd winters. FEE. Lnd. tk-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	P	1.5 E;RR N,S	952	2	h70-BL45-S5-W	F4	Rgt tfc rnwys 3, 7.P-line E.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(80)	No sto.SW corner used by farmers.
" Kirkwood	L	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW;hwy N	199	2	h60-BL4-S1	F2	
Otay, Wolfe's	L	1.2 SE	220	1	29		Rgt tfc WNW.
Oxnard, Broome Ranch	L	8 SE	15	1	20		Caution-ditch and p-line parallel SSE Strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W;hwy E	43	2	h45-BL4-S5-W	F3	
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	P	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5 E;drv riv NE	448	2	h70-BL4-S5	F4	Rgt tfc NNW.Rnwy lgts on req.Auto.Oct 1 to May 1.
Palo Alto	P	2 ENE;bay 1 E	5	2	h23-S5-U	91	Ant. SSE;p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5 NE;hwy 1,5 S	835	2	h47-BL4-S3-W	F4	
Patterson	P	2.2 W;rd S	168	1	26-*L1-S5	F2	Rgt tfc strip 34. Windmill NE. Soft-wet.
Petaluma		1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	P	2.3 NE;rd NW	78	1	21-*L1-S5	F2	NW blkd.
(PC) Pismo Beach-San Luis	P	2.7 SSE;RR E	14	1	h23	87	
(PC)Pixley Obispo Co.	L	1.2 SW;hwy E	264	1	h20-(S1)		
Placerville	L	1.5 ESE;hwy 1 N	2595	2	29		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	55	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf. E end soft.
(PC) Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona		1.8 SSE;rd W					(REPORTED ABANDONED).
" Brackett	P	3 NW;hwys N, E	985	1	24-*L4-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW;hwy 1 N	444	2	h60-BL4-S5	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	P	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6 WSW;hwySE	1392	1	h40-(S5)	(F1)	
Ravendale	L	0.2 N;RR SW	5260	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7 SSW;Crk N,S	354	2	h40-BL3,4-S5-W	F4	
(PC)REDDING	P	7.5 SE;rd W	500	2	h60-*L4-S1-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S.
" -Sky Ranch	P	5 S;canal E, N	486	2	29-S5	F2	
Redlands	L	3 NE;RR E	1574	1	25		CLOSED. Rolling. flying over school.
Reedley, Great Western	P	5 N;RR W	381	1	22-S5	F2	P-line SSE. Rolling. Rgt tfc N, avoid
Rialto, Miro-Fontana	L	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE
" Morrow	P	1.8 S;hwy S	1100	1	h32-S5	F3	Ctn-holes. P-lines ENE, WSW.
Rice	L	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	L	1.3 WNW	470	1	14		P-line S, ant. E. Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5 SSW;hwy E	2300	2	26-L4-S5	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2 NW;rd E	890	1	15		Lgt acft only. Rolling.
Riverside, FlaBob	P	2.3 WNW;riv SE	760	2	37-L1-S5	F2	1700' pavement avail.
"	P	4.5 WSW;RR W	765	2	32-*L4-S5-U	87	FEE for lgts. Rolling.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2435	1	21-S3	F2	No storage
" White Oaks	L	19 WNW	4100	1	36		Mtns N.
Rosemead, Pasadena-Rosemead	P	1 NW;RR N	255	1	30		P-line NE. Rgt tfc NE.
Rutherford, Inglenook Rch	L	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	
Sacramento, Branstetter							
" Capitol Sky Park	P	3.5 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	8.6 SSE;hwy W	20	1	13		Soft when wet.
" Jensen	L	4 SSW;RR W	20	1	17-*L3-S5	F3	Rgt tfc S.Unlgtd Ant. N Soft-wet.
" Perkins		4.2 ESE;hwyNW					(ABANDONED)
" -Sky Ranch	P	4.6 SSE;hwy E	26	2	23-S5	F2	Soft-wet. Use at own risk. P-lines S, NE.
(P)SALINAS	P	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F3	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7 NNW;RR W	1455	4	h28-*L4-S5	F2	Hills N,S.p-line WSW.Rgt tfc N.
" Tri-City	P	3.3 SSE;riv N	1015	3	32-BL4-S5	F3	P-lines S. SE. Rgt tfc E.S. 2700' of E/W strip lgtd.
San Carlos-Belmont	P	1.5 NNE;hwySW	6	1	24-*L4-S5	F2	Levee SE.Rgt tfc.
(P)SAN DIEGO, Lindbergh	P	2 W;bays S, W	15	2	h81-BL4-S5-W	F4	P-lines S, ESE. ARPT OF ENTRY. Rgt tfc rnwys 27, 31.
(P) " Montgomery	P	7 NNE;hwy W	417	2	h34-B*L4-S5	F2	
" Pike's	P	4.8 WNW;RR E	11	1	26-*L4-S5	F2	Rgt tfc NW. Soft spots.
(P) " San Diego County (Gillespie)	P	12 ENE;hwy E	383	2	h54-L1-S5-U	F3	Rgt tfc ESE.
San Fernando	P	1.5 E;hwy 1 SW	1170	1	24-S5	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE;RR SW	1000	1	30-S5	F4	P-lines NNE, SSW, Rgt tfc NNE.
(P)SAN FRANCISCO INTN'L.	P	9 SSE;bay E	11	4	h89-BL5&7-S5-W	F4	2-way rdo rqrd. Equip.on fld.
Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	600	1	21		Rd crosses strip. Tfc pat NE. Surd by mtns.
San Jose	P	3.4 E;rd W	116	1	26-S5	F3	Rgt tfc SE.
(PC) " MUNICIPAL	M	2 NW;RR SW	62	1	h45-BL4-S5-W	F4	
" Reid's Hillview	P	4 E;rd NW, SE	136	1	h27-L2-S5	F3	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Cattle on fld nights.
(PC) " -COUNTY	P	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5 WSW;RR N	530	2	21-L1-S5	F2	P-line ESE. Rgt tfc ENE.
" -Valley	P	1 W;RR N	530	2	20-S5	F2	Rgt tfc W.
San Mateo		2.2 ESE;hwy W					(ABANDONED)
San Rafael, San Francisco Bay	L	1.5 ESE;hwy W	2	1	h18-S5	F1	
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(P)Santa Ana, Orange County	P	5 S;hwy N	53	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	330' overrun on apch end Rnwy 25 usable days only.
Santa Cruz-Capitola	P	4.8 E;RR S	100	2	24-*L-S5	F2	Rolling.
" -Sky Park	P	5.3 N;hwy E	500	1	22-S1	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1 SE;RR N	230	3	h33-*L3-S5-W	F4	P-lines W, WNW. Rgt tfc E, ENE, ESE.
" Machado	P	2.2 N;riv N	230	1	27-S5	F2	W blkd.
(PC)SANTA MARIA	P	4.2 SSW;hwy E	259	3	h57-B14-S1-W	F3	
(P)Santa Monica	P	2.6 ESE;rd E	175	2	h50-BL4-S5	F4	2-way rdo rqrd. Clsd after 2300 Rgt tfc rnwy 3,4.
Santa Paula	P	0.8 S;riv S	240	1	21-*L4-S5	F2	Rgt tfc to S.
" Harvey	L	1.7 E;riv S	290	1	19		CLOSED. Ctn-high weeds, ruf, E blkd.
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW;RR 1 E	125	2	h50-BL4-S5-W	F4	
Santa Susana	P	0.5 S;RR N	965	1	18-S1	F1	W blkd;hill E. Rgt tfc to N. Ctn-weeds.ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1 ESE;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	P	0.8 ESE;rds E,N	2150	1	53-(S1)	(F2)	NNW blkd. Soft spots. Irreg. atnd wint. 1800'SSE end strip unusable wint.. mrkd.
Selma	P	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E;RR E	425	3	h45-*L2,4-S1		Rgt tfc rnwys 12, 16, 25.
Shelter Cove	P	0.1 W;ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S;hwy W	1580	1	23		Mtns N. Rgt tfc N.
Silver Lake, 18, LAX-SLC		2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	P	1 WNW;hwy S	1350	1	h26	F2	E, W blkd. Clsd Suns-auto races.
(PC)Sonora, Columbia	P	3.4 NNW;hwy E	2112	2	h32-B*L4-S3	F3	Rgt tfc to SE. Surd by hills.
(P)STOCKTON	P	4 SSE;hwy E	28	3	h45-B14-S5-W	F4	
" Oranges Bros.	P	5 N;RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	3	20	F2	Atnd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwyNW	194	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	6.1 SW;hwy W	200	1	15		
Strathmore, Trauger	P	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunnyvale, Santa Clara Valley	P	2 NE;hwy S	29	1	30-S5	F3	2100' rnwy avail. Lgts by elec ear. P-line SE.
Susanville	P	6.5 SE;hwys adj	4146	3	32-BL3,4-S1	F3	P-line N.
Taft, Parker	P	15.6 ESE;hwy S	580	aw	h30		Cattle on fld. Ctn-weeds, loose sand.
" -Kern Co. #2	P	0.6 E;RR S	873	4	38-BL4-S5	F2	P-lines SW, WNW. Ctn-weeds on strip
" Tank Farm	L	21.5 ESE;hwyS	513	4	h30		E blkd.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. — New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	L	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8 SW;hwy W	-117	2	h50-BL4-S1-W	F4	100 oct on req. Use rnwys.
Three Rivers	L	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(A)Torrance	P	3 SW;hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NW.
(PC)Tracy	P	3.5 SSW;RR N	190	3	h40-S3	F1	
(PC) " New Jerusalem	L	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
(PC)Trinity Center	L	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE;dry lk S	1716	1	60-BL2		Rolling.
Truckee,16B,SFO-SLC		3.6 ENE;hwy S					ABANDONED.
Tulare	P	3.7 SSE;hwy W	270	3	25-S5	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-L2-S5	F2	
(PC)Tulelake	L	8 SE;hwy SW	4048	1	35		
Turlock	L	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	L	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	P	9 E;hwy N,W	160	1	h30-S5	F2	Do not lnd on clsd mat areas.Water on fld after rains.
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	P	1.5 ENE;hwy W	1900	3	14		Ctn-sand on N/S Strip.Soft when wet.
" "K"	L	11.3 W;hwy 1 S	2360	3	26		Ruf.
(P)UKIAH	P	1.5 S;RR E	615	1	h40-BL*24-S5-W	F3	Rgt tfc N. Code hcn.
Upper Lake, Gravelly Valley USFS	L	20 N;lk 1 S	1900	2	44		NNE blkd:hills WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW, ENE.
" Polk	L	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's	P	2.5 NNW;hwy SE	2	2	22-*L1	F2	Rgt tfc W,SW. Soft-wet. Ctn-weeds.
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7 SE;RR NE	13	1	h24-S5	F3	Rgt tfc SE.
Victorville, Circle M Ranch	L	7.3 SE	3000	1	34		P-line NNE.Unmrkd cable across N end of rnwy.
" "66"	P	5.2 SSW;hwy W	3225	2	26	F2	P-line W.
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	P	5 W;RR W	292	1	h60-BL4-S3	F3	Equip. NW end of rnwy.
" Green Acres	P	1.6 WNW;RR S	317	1	28-L4-S5	F2	P-line WNW.
" Piepgrass Bros.	L	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	P	8.5 NNW;RR 1 NE	310	2	h25-S5	F2	
Walnut Grove	P	2.4 SW;riv W	SL	1	28-S1	F2	E blkd.Soft when wet.
Warm Springs	L	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4 W;hwy N	2875	1	35		
Wasco, Semi-Tropic	L	8.6 W;hwy N	300	2	h46		Ruf.
" -Kern County #5	L	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6 NW;hwy S	160	2	h45-*L4-S1-W	F2	
Weaverville	L	1 SSE;hwy E	2040	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	L	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3 NE;RR SW					ABANDONED
Willits	L	1.3 ENE,rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc strip 25.
Willows, Nolta's	L	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S;RR W	90	1	20		Soft when wet.
" -Glenn County	P	1.3 WSW;hwy N	139	2	h45-B*L2-S5	F3	
(PC)Winters Flight Strip	L	7.5 ENE,hwy W	98	1	h60		
Woodland	L	3 SE;rd S,W	30	2	27		Soft when wet.
" Weggers	P	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400'strip avail.Twr 300' E of N/S Rnwy.
Yermo, Calico Guest Ranch	L	0.5 NNE;RR S					ABANDONED
(PC)Yuba City, Sutter County	P	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35.440'ext soft when wet.
Yucaipa, Lincoln	L	2.1 W;hwy SW	2350	2	22		P-line WSW.
Yucca Valley-Sky Corral	P	0.1 N;hwy S	3333	1	30-S3	F2	No storage.Caution-weeds.
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	L	0.8 NNW;hwy E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Akron, Ward	P	0.7N.	4660	1	28-S1	F1	SE blkd.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	P	2S;riv 1.5 NE	7535	3	57-B*L4-S1-W	F3	Use NW/SE, ENE/WSW Strips emerg only.
" Kramer	P	3 WNW;RR N	7550	2	52-*L4-S5	F1	NE blkd.Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	27 SSW;hwy 15 N	7980	3	58		S blkd.
(PC)Boulder	P	3 ENE;bet RRs	5298	4	42-B*L4-S3-U	F1	
Brush	L	2 7 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd.Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	L	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S.Cattle-fld.
(PC)Canon City, Fremont County	L	6.9 E;hwy N	5436	2	h54		
Center	L	65WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
(PC)Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF,A) " PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S3-W	F4	
" Pine Valley	P	92 N;bet RR,hwy	6575	4	42-S5	F1	E,W blkd;p-lines NE,SE,NW.
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC)Craig	P	2 SE;riv N	6197	1	56-*L2-S5	F1	Caution-ditch.Use strip.
(PC)Creede	L	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	L	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	L	4 E;RR N	5200	4	56-*L1		
Denver, Federal Hgts.	P	10 NNW;hwy W	5550	3	39-*L-S5	F1	W blkd;p-lines E,S,SW,NW.Erosion.
" Sky Ranch	P	12S E;RR S	5478	3	h41-*L3,4-S5-U	F3	Rgt tfc rnwys 26, 30, 36. Ditch W.
(P) " STAPLETON	P	5 ENE;RR N	5331	5	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwys 35,26L,26R,30,21. Rdo rcvr rqrd.Land W numeral 26L.
Dove Creek	L	0.6 E;hwy W	7000	1	44	(F1)	P-line SW.
Dupont, Adams City	P	2.1 SSW;RR E	5107	3	37-S5	F2	All approaches blkd.
(PC) Durango	P	1 NE	6875	1	42		CLOSED.
" -LaPLATA	P	10.6 SE;riv NW	6684	1	h56-BL4	91	SW end soft, ruf.
Eads	L	1.3 WSW;RR N	4210	2	35		
" Freeman	L	10 SSE;hwy W	3900	4	35		P-lines S,SSW,W,NNW.
Eagle,76,LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W		Ruf.
Eaton, Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2.5 E	5550	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
(PC)Ft. Collins	P	4 WNW	5160	2	39-S5	F3	Use strips.
(PC)Ft. Morgan, Young	P	6 N	4550	3	52-*L1-S1	F1	Sign SE.
Clendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns,Peake either side S apch Caution-holes.
Glenwood Springs	P	2 S	5900	1	37-S1	F1	Rgt tfc S.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd.Cattle on fld.
Granby	L	1 ENE;RR S	8200	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)GREELEY	P	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)GUNNISON-County	P	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE;riv N	3360	3	28-*L-S2	F1	P-line NW,Cattle on fld.
Holyoke	L	1.6 ESE,hwy N	3720	2	35-*L	F1	
(PC) Hugo	L	1.5 NW;hwy W	5128	3	40		
Julesburg	P	2.4SW;RRN	3520	3	32-*L1-S5	F1	Multi-eng acft may use NW/SE Strip.Ruf.
Kim,Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
(PC)Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E;hwy N	7411	1	55		Caution-loose rocks.
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h83-BL4-S5-W	F4	
(PC)Lamar,10,PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W,Ruf.
Las Animas	L	1.4 S;hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5500	1	26-*L	F1	N blkd.Rolling.Land,take-off N.
Longmont	P	2.9 W;hwy S	5047	3	44-B*L4-S5-U	F1	
Loveland	P	2WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E;riv S	6300	1	39-*L-S1	F1	
Mesito	L	4 E;hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista	P	3.5 W;hwy NE	7770	4	58-B*L4-S1	F1	Req lgts after 2200.Ctn-rocks edge of strips.P-line ENE.
(PC)MONTROSE	P	1.5 NNW;hwy SW	5759	2	h57-B*L4-S5	F3	P-line SW,NE/SW Strip soft when wet.

F-fuel octane. ➔New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	L	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
Nucla	P	2.3 SSW;riv 1 S	5910	2	50-S1	F1	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h50		Unusable-weeds.
Ovid, Woodham	L	2.1 E;RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
(AF)PUEBLO-#1	P	2.1 SW;hwy S	4853	4	h53		CLOSED,30' obstn in state fairgrounds
						700' E	and in line with rnwy 8-26,P-lines N,NE.
(P) " -#2	P	7 ENE; hwy S	4712	2	h85-L4	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE,S blkd.
(PC)Rifle	P	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8 SSW;canal N	4225	2	28		P-lines NW;hill SE.
(PC)Saguache	L	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
(PC)Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst	L	3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7800	4	74	F1	Soft, ruf.
Sanford		1.5 W					ABANDONED.
Silver Cliff, Valley	P	0.7 ESE	8000	2	40		N blkd.
(PC)Springfield	P	3.8 N;hwy W	4350	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	2.5 NNW;hwy NE	6920	2	19		
(PC)Sterling-Logan County	P	2.8 W;RR S	4037	2	h47-*L4-S3	F3	97 oct avail,P-line NE;ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	P	105 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnwys.
" Newcombs Ranch	L	20E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	L	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	L	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-. wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N;RR,hwy S	3950	3	29-(S1)	(F1)	P-line SE, S.Ruf.
Watkins, Craig	L	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	P	2.7 WSW;hwy N	5650	2	30-S3	F2	P-lines N, NW.Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	P	1.4 SSE;hwy N	4150	3	34-S1	F1	SE,S,SW blkd;p-line NW.Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
CONNECTICUT							
Ansonia	P	1.6 ENE	440	1	18-S3	F1	
Bethany	P	1.3 N	680	1	28-*L1, 2-S1	F1	500' N end slopes sharply.Rolling.
(P)BRIDGEPORT	P	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	145 oct avail.NE blkd;NE glide angle 1:1 hwy tfc adj NE;p-line NW.
Bristol	L	1.9 SE;RR N	255	1	18		Ruf.
(PC)Danbury	P	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E.Hartford, Rentschler	P	1.5 SSE	45	4	h58-L2,3,4-S5	F4	Code bcn.VFR flgt test operns days all alts in 75 mi radius. 115/145 oct avail.
Essex, Doane	P	1.2 SW;RR E	30	2	19-S5	F1	
(PC)GROTON, Trumbull	P	2.8 SE;RR NW	10	3	h50-BL4-S3	F3	P-line NW.
HARTFORD, Brainard	P	2.8 SE;riv E	18	4	h47-BL2,3,4-S5-W-U	F4	Rnwy 15-33 ruf.N blkd;dikes NE, ENE. FEE. Pools of water at intsxn Rnwy 5-23 after rainfall.
Madison, Griswold	P	2 ESE;RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4 SW;RR E	102	4	35-BL2-S5-U	F1	S blkd;p-line SSE;hill WSW.
Monroe	P	0.7 SSE	620	1	20-S3	F1	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-BL2,3,4-S5-W	F3	
Pachaug	L	1.4 E	204	1	23-*L4-S3		No storage.
Simsbury	P	2.6 NNE;RR W	210	2	18-S5	F3	
S. Woodstock, DeFlorez	L	1.2 SSE;hwy W	450	2	18-(S3)	(F1)	Atnd week-ends only. No storage.
Torrington, Tor-Win	L	5.3 N	1260	2	21		N blkd,Caution-erosion E.
Warehouse Point, Skylark's	P	2.2 E	120	1	20-S3	F1	No storage.E blkd.
Waterbury	P	5.7NNW;RR 1 E	843	2	20-S3	F1	
Waterford, New London	P	1.7 N;hwy N	60	2	19-*L1,4-S5	F3	No storage. SE blkd,ridge NNW.
(PC)WILLIMANTIC, Windham	P	2.7 NE;hwy SE	244	3	h43-S5-U	F2	Dike NE.
(NG)WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N,WNW blkd.
Dover Arpk	P	2.2 N	37	3	24-*L-S3	F1	P-line SW.
" Sunglo	L	1.3 S;hwy W	30	2	15		ENE blkd;antenna W.
(PC)Georgetown, Sussex Co.	L	1.5 SE;RR N,E	50	3	h50		
Harrington	P	1.5 E;hwy S	50	1	28-*L1	F1	E,W,WSW blkd.
Hartley, Lasch	L	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	P	1.5 SW;hwy S	30	3	21-*L4-S5	F3	
Milford	P	1.1 NNW;hwy E	35	2	25-*L1-S3	F1	ESE blkd
New Castle, Bellanca	P	1.5 W;hwy N	30	3	h25-S5-U	F3	3600'strip avail. turf ext each end. ENE/WSW strip.Rgt tfc NE.Strips soft-wet
" Biggs	L	1 NW;RR E	60	3	21		SE blkd;p-line NE.Rolling. ruf.Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	38-B*L4-S5	F3	ENE,SE,WSW,WNW,NW blkd;unlgtd antenna ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
" Lakeside	L	1 S;hwy E	45	1	18		S blkd.
Wilmington, Du Pont	P	3 WNW;hwy S	185	2	29-BL2,3-S5	F1	SSW blkd.
(AF,NG) " NEW CASTLE CO.	P	4.8 SSW;hwy SE	79	4	h70-BL4-6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	L	1 W;rd SE	45	1	19-S5	F1	WNW blkd;p-line ESE.Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	2.2 S of Monument	16	4	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE;rd S	3	1	19		S blkd,Sandy.
(PC)Apalachicola	L	2 W;bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE;rd W	60	4	33		
Astor Park, Sellers Lake	L	.5 WSW;lk N	70	2	24		All apchs blkd.
Atlantic Beach, Bull	L	1 NW;ocean E	15	1	20-(S5)	(F1)	No storage.
Avon Park	L	1.5 W;hwy N	156	4	h40-S1		P-line NW.Use rnwys.
(P)Bartow	P	5.5 NE;RR NW	124	3	h50-BL4		AF primary contr school.Intensive student trng within 20 mi radius 0630-1715 Mon-Fri. No ATC interphone.CLOSED CIVIL AIRCRAFT.
Belle Glade-State	P	1 NNE;hwy W	17	2	24-S5	F1	W blkd.Soft when wet.
Big Pine Key, Barrys	L	0.5 NW	3	1	26		
(PC)Boca Raton	Airport now Air Force Installation.						
Bradenton	P	1 SW;hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW;RR E	70	3	h70-S1	F1	Use rnwys.
(PC)Bunnell	L	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	P	1 W;gulf W	6	1	h24		Tower S.Use rnwy.
Chipley	L	1.8 SE;RR N	165	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30-S5-U	F3	
(PC)Clewiston, Airglades State	P	7.6 W;hwy N	20	1	h30-S5-U	F3	Use rnwy.
Cocoa	P	2.1 ESE;riv E	4	1	43-S5	F1	Caution-construction.Use strip.
Crestview	L	2.5 N;RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E;RR SW	42	2	h50-BL2-S1-W	F1	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	P	2.8 SW;hwy N	34	4	h50-BL1,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	M	4.5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW;hwy E	13	2	26		NE,SE blkd.
Everglades	P	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4 S;riv W	16	4	h51	F1	NE,SE,S blkd.
(PC)Ft. Lauderdale	L	6 NNW;RR SE	14	4	h40		Caution-not maintained.Use rnwys.
" Bradley	P	2.8 N;RR W	9	3	h26-S5	F3	N,SW corner of fld ruf. Closed ngts.
(PC) " BROWARD CO.,INTNL,	P	3.7 SSW;RR E	10	4	h50-BL4-S5-U	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE;RR E	19	3	27-BL2-S5	F1	N,NW blkd;p-line W.Caution-wet.
" Angle	P	2.2 NW	20	1	24-S3	F3	Water at intersections.
(PC) " St. Lucie County	P	3.5 NW;RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S3	F3	Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	P	4 WSW; lk E, W	70	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		P-line N.
Haines City	P	1 NW	175	2	20-B	F1	Use E/W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED. NE, S, SW blkd.
Hollywood	L	1 S; RR E	12	1	h23		CLOSED.
(PC) " North Perry	P	6, 3 W	9	4	h32-L1-S5	F4	Use rnwys.
(PC) Holopaw	L	2, 2 E; hwy S	70	1	26		
Homestead	P	1.6 NE; RR W	8	2	28-S3	F3	No storage. NE, SW blkd; p-line NW. Rgt tfc E.
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	P	9 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(P) " Herlong	L	9 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6, 3 N; RR W	52	4	h70-BL4-6-S5-W	F4	? -way rdo rqrd ngts, rcvr days.
" Mile Branch	L	11 SW	62	2	18-(S3)	F1	No sto. Minor acft, eng rprs wk-ends.
(PC) Keystone Hgts, Keystone	P	4.5 NNW; RR W	196	3	h50-*L1-S1	F1	Use rnwys. Cattle-fld.
(P) KEY WEST, Meacham	P	2, 3 E; ocean S	4	4	39-*L-S5	F3	No storage, FEE, ARPT OF ENTRY. Use rnwys.
(PC) Kissimmee	P	2, 3 W; RR N	82	3	h50-B-S5	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(N) Lake City	P	3, 7 ESE; hwy N	202	6	h68-S5	F1	OLF to Jacksonville NAS. Use rnwys.
(PC) LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Rnwy lgts on req after 2400. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S1-W-U	F3	NW/SE Rnwy very poor. Rnwy lgts on prior req after 2400.
" Skyland	P	1.9 WNW; RR S	170	3	21-(S5)	(F1)	
(PC) Lake Wales	P	2, 3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	P	4 ENE; lk SE, NW	67	2	h50-B*L2		Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	125	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80	F1	
(P) MARIANNA, Graham Airbase	P	5 NE; hwy E	112	4	h50-B*L4-W		Clsd civil acft xcpt prior req. Inten student trng 35 mi radius 0600-2400 Mon-Sat, Clsd Sun & 1700-0800 Mon-Sat trans mil acft. Equip-fld. Open ditches adj rnwy, taxiways. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW; RR E	26	4	h43-BL4-S3-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	
(AF) " -INTERNATIONAL	P	5 NW; canal NE	9	4	h94-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR CLEAR BASE. Non-sked exec and pvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	P	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	150	2	47-S5	F1	No storage. S, W blkd.
Minneola, Kerlin	P	0.5 NE; hwy W	100	2	16		Rolling.
Monticello	L	1.5 SW; hwy E	160	2	25		
(PC) Naples-America	P	2 NE; RR E	8	2	h50-S3	F3	Use rnwys.
(PC) New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5	F3	WNW blkd; sign NW. Use rnwys.
(PC) Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF) ORLANDO	P	2.5 E; lk S	115	6	h55-BL4, 6-S5-W	F4	S end N/S Rnwy blkd.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5-U	F1	E blkd.
(PC) Ormond, Tomoka	L	3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	P	3 NW; RR N, S	56	4	h50	91	Use rnwys.
Panama City, City Air Park	P	3.5 NNE; hwy E	24	1	20-S5	F1	
(PC) " FANNIN	P	3 NNW; bay NW	14	1	h40-L4	F3	No lights after 2330. Use rnwy.
" Skyland	P	0.2 W; RR N, E	12	1	19-*L4-S5	F1	P-lines N, S. N end soft. Rgt tfc S.
(P) PENSACOLA	P	4 NNE; bay E	121	4	h50-BL4-S5-W	F3	Use rnwys.
(PC) Perry-Foley	P	3.2 S; RR E	45	3	h50-S1-U	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	P	1.5 WSW; RR E	125	2	19-S5	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	P	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F3	No storage. Use rnwys.
(PC) Punta Gorda, Charlotte County	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy S	212	2	35-S3	F3	SW blkd.
(PC) St. Augustine	P	4 NNW; RR W	10	4	h40		Closed. Use at own risk.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG) St. Petersburg Whitted/CGAS	P	2.5 E; bay E	7	3	h33-L2-S5-U	F3	W, SW, NW blkd. Slippery when wet. NW/SE Rnwy clsd tk-offs, lndgs. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S3	F1	Trees N, S end N/S strip ruf.
(PC) " -BRADENTON	P	3.5 NNW; RR E	24	4	h50-BL4, 6-S5-U	F3	
Sebring	P	2.8 SW; lk NE	135	2	26		Soft spots, ruf.
(PC) " Air Terminal	P	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	165	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	P	1.5 SE; RR W	17	4	h50-B*L4-S3-U	F4	Use rnwys.
Tallahassee	P	9 NNW; riv NW	250	2	26	F3	SE, SW, NW blkd.
(P) " DALE MABRY	P	3 W; RR S	70	3	h52-BL4, 5-S5-W	F3	Use rnwys.
(PC) Tampa, Hillsborough County	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LECALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	5	h40-BL2-S5-U	F3	Use rnwys.
(P) " -INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg INACTIVE. N, NW; hwy tfc S
Tarpon Springs	L	2 WNW; gulf W	12	2	20		
Titusville	P	1.3 NW; bay E	28	2	26-B*L2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC) Venice	P	1.9 SSE; RR E	19	3	h50-S5	F3	Use rnwys.
" -State	L	0.5 SE; hwy W					ABANDONED.
(P) VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S5-W	F4	ENE (south), S, SSW (east), WSW (south) blkd. Use rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Warrington, Bayou	L	3.2 WSW	15	2	24		WSW blkd. Rgt tfc when wind NE.
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P) West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-*L2, 4-S5	F4	Use rnwys.
(PC) Williston	L	2.2 SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE; RR NW	92	3	h55-*L-S3	F1	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	L	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P) ALBANY	P	4 SW; hwy SE	196	3	h49-BL2, 4-S5-W	F3	Use rnwys. P-line W.
" Pine Knoll Lodge	L	11.5 WSW; RR S	196	2	30		SW blkd.
(P) Alama 43, MIA-ATL	P	2.5 W; RR N	200	2	43-BL2	F1	Soft when wet. P-line NW.
(PC) Americus, Souther	P	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	P	3.5 E	807	2	h40-BL4-S1-W	F1	Use rnwys.
(P) ATLANTA	P	8 S; RR N	1024	4	h78-BL4, 6, 7-S5-W	F4	FEE. Clsd HR. VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	P	7.3 SSE; riv E	142	2	h53-BL4, 6-S1-W	F4	P-line W. Use rnwys.
(PC) " Daniel	P	2.5 W; RR S	427	3	h41-*L4-S5	F3	Embank W; p-line S. Use rnwys.
(P) Bainbridge	P	6.5 NNW; hwy E	141	3	h50		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	L	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays
(PC) Blakely, Early County	L	2 SSE; hwys NE	260	2	20		Soft when wet. xcpt prior approval.
(PC) Brunswick	P	2 NNE; RR W	14	2	h23-*L4-S1	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-BL4-S5-W	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	P	0.5 NW; RR S	667	2	32-BL2		S blkd.
(PC) Cairo-Grady County	L	3.3 ENE; hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC) Camilla	L	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
(PC) Carrollton	L	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown, Waters	L	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	P	5 NE; riv E	324	2	21-BL2, 4-S5	F1	
" Red Dog	L	6.2 NW; hwy 15 E	300	2	22		W blkd. Lgt acft only. Use ctn. Stock on fld.
(P) Columbus	P	1.5 SSE; riv S	240	2	47-*L4-S5	F1	ESE blkd. Lights unreliable. Ruf. Rgt tfc NNW, ESE.
(P) " MUSCOGEE COUNTY	P	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	SW blkd. Use rnwys.
Commerce	L	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
Cordele	L	1.8 NNE; RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW; RR's E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	L	2 NW; hwy E, N	1000	2	19		CLOSED-HAZARDOUS.
(PC) Darien, Edenfield	L	3.5 N; hwy NE	30	1	30		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ►New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
Dawson, Terrell County	L	2.5 SE;hwy N	353	1	26		INACTIVE.Lgt acft only.Rolling.Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
Dorchester, Stevens	L	7.7 ESE;rd NW	10	2	25		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE,SW,NW blkd.Light aircraft only.
(PC)Douglas S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-BL4-S5	F3	Use rnwys-holes adjacent.
Elberton	L	2 SE;hwys N,W	710	1	18		ENE blkd.
Ellaville, Gill's	L	1 E;hwy N	565	1	16		INACTIVE.N blkd.Land to S to N. Take-off N to S.
Fitzgerald	L	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W,E	1277	2	h40-BL2,4,5,6-S5	F3	Use rnwys.
Griffin-Spalding	P	1.5 S;hwy SSE	936	2	30-B*L2-S3	F3	
(PC)Homerville	L	1.7 NW;hwy NE	185	1	h40		Use caution.Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)LA GRANGE, Callaway	P	3 SW;hwy N	700	3	h50-BL2-S1-W	F3	SSW,WSW blkd.
(PC)Lake Park	L	1 SSW	220	2	h47		CLOSED.N,SW blkd;p-line S.
Lawrenceville, Wages	L	1.8 N;hwy E	1075	1	13		CLOSED.P-line E.Light acft only.
(PC)Leesburg, Lee County	L	2.2 SW	285	2	h45		CLOSED-NOT MAINTAINED. HAZARDOUS.
Lithonia, Gunn	L	3.3 WNW;hwy S	960	1	20	(F1)	Hill W.Rolling.Slick when wet.
Louisville, Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4,6-S5-W	F3	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N,W blkd.Lgt acft only.Soft when wet.
(P) " Smart	P	4 ESE;hwy E,W	463	3	h47-1,2,4-S5	F3	Ruf.Use rnwys.Lgts on req thru Macon radio.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd;p-line NE.Do not ind SW end of NE/SW strip.Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd;p-line NW.Soft,slick wet.No sto.
" Parkaire	P	7.7 E	1100	2	22-(S5)-U	F3	
Milledgeville	P	1.5 NW;RR SW	360	2	25-S1	F1	NW blkd;p-line E,SE.Slick when wet. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd.Aochs hazardous.Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE,ESE,S,WSW blkd. Use only if familiar with field.Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE,WSW blkd.
Montezuma	L	1.5 E;RR S	300	2	35		W blkd.
Moultrie	L	7 S;RR E,W	287	3	h43		Ctn-cultivation.Dirt adj rnwys.Use rnwys.P-lines NNW,ESE,WNW.
(P) " SPENCE	P	5 SE;hwy W	292	4	h50-BL4-W		AF basic contr. school-student trng 25 mi radius.Lmtd svce.Facs trans mil acft 0800-1700 Mon-Fri 2-way rdo rqrd.Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		NE,SW blkd;p-line E.Ruf.Lgt acft.Cattle-fld
Newnan, 39, MSY-ATL	P	3.7 SE;hwy W	970	2	23-B		Caution-lgt acft,Ruf,rolling.W blkd.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE.Soft when wet.P-lines E,SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf.Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-W-U	F3	Use rnwys.
Rossville	L	0.6 W;rd S	660	1	17		CLOSED.Rgt tfc S.Ruf.
St. Marys	P	1.7 NNW;RR S	24	4	h50		INACTIVE.Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35		N blkd.Ruf,rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	10	2	35-*L1-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S3	F1	SSW blkd.No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	4	h84-BL4,6-S5-W	F4	Use rnwys.Rnwy 14-32 clsd.
Smithville, North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE.E/W Strip clsd-p-line W end.
(PC)S. Newport, Harris Neck	L	8 E;riv N	22	3	h53		Use rnwys.Stock on fld.
(PC)Statesboro	L	3.8 NE;hwy W	180	3	h43		S blkd;twr W.Use rnwys.
Stockbridge, Bellah	P	4 ENE;dam SE	750	aw	21-S1		Cattle on fld.Rolling.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE.E blkd.Cattle on fld.Deep gully W end.Lgt acft only.Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE.Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC)Thomaston, Grant Mem'l	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet.Ruf.
(PC)Thomasville	P	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " Rose City	P	1 SW;hwy S	250	2	42	F3	WNW blkd.
Thomson	L	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL-S3	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3,9,15. Use rnwys.
(PC)Toccoa, LeTourneau	P	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E,NNE blkd;p-line SSW.UNICOM on req. Equip on fld.
(P)VALDOSTA	P	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.NW blkd.
(PC)Vidalia	P	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19-S1	F1	P-line NNE.Rolling.
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE.WNW blkd.Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5 NW;RR 15 E	141	3	h40-BL4-S5	F3	Use rnwys.Caution-construction.
(PC)Winder, 4, ATL-LGA	P	3 ESE;RR S	943	3	h46-B		Unlgtd obstns SE,SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Wadley, Foster	L	3 E	250	1	30		
IDAHO							
Aberdeen	L	2.7 SW;canal E	4460	2	26		Soft when wet.
" Vanderford	L	3.3 NW;canal E	4440	2	24		Ctn-ditches,weeds,rolling.Soft - wet.
American Falls	P	2 NE;RR NW	4404	1	38		Ctn-weeds,Ridge of dirt SE edge.
AndersonDam, Bennett	L	2.3 S	4780	1	18		Use strip.
(PC)Arco	L	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY.Cattle-fld.Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf.Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY.Cattle-fld.Soft-wet.
" Cox's Well	L	26.6 SW	5120	1	26		Cattle-fld.Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY.Cattle-fld.Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	L	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile.Soft-wet.
Bernard USFS	L	19.5 W of Forney	3710	1	19		CLSD WINT.Land to N;take-off S.
Big Creek USFS	L	0.2 NNE;rd NW	5750	1	13		DANGEROUS.Land to SSW.Take-off NNE.Fence SSW.Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter.Soft when wet.
(PC)Blackfoot	P	1.5 N;riv NW	4488	1	h30-*L1-S5	F2	No storage.
Boise	P	1.8 WNW;riv W	2660	1	26-S5	F2	Stay N of riv.Rgt tfc NNW.P-line SSE. Use strip.
(NC) " AIR TERMINAL	P	4.5 SSW;RR 2 W	2858	4	h80-BL4,5,6-S5-W	F3	Non-rdo equipd acft use Rnwys 28R,10L only when tfc NW or SE,making left pat. on Rnwy 10L,Rgt tfc Rnwy 28R.
" Bradley	P	3.3 WNW;riv NE	2637	1	30-L1-S5-U	F3	Stay S of river.Rgt tfc SE.
" Floating Feather	L	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling.No storage.
" Major	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river.Rgt tfc WNW.No storage.WNW end soft.
(PC)Bonners Ferry, Boundary County	P	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Boyill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf,undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S,take-off N.Cattle-fld.Skis Wint S end wet.
(PC)Buhl	P	1.8 W;hwy N	3660	1	26-S1	F2	
(P)BURLEY	P	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW.Ctn-train,sign SW.
Calder	L	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD.CLSD WINTER Cattle on fld.
(PC)Caldwell	P	1.3 W;RR,hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5 NW,Stanley	6635	3	40		Open June-November.ESE blkd.
Carey, Coats	L	0.2 W;riv SW	4790	1	25-*L	(F1)	
Cascade	L	2 SE;riv NW	4720	1	34		Skis winter.Rgt tfc NW.Cattle on fld.
Cayuse Creek USFS	P	36 S ENE Pierce	3770	1	20		CLSD WINT.Land to SW;take-off NE.
Centerville	L	0.9 NNE;crk E	4000	1	16		Ctn-2'gully across strip approx 700' from SW end.CLOSED WINTER.
(PC)Challis	L	1.2 NNE;hwy E	5035	3	41		Hill SW.Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger.Hill NNW;ridge SSE.Skis winter.E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	P	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE Big Crk	6705	1	18		EMERG ONLY.Skis winter.Danger ruf,rolling.Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters.Rgt tfc S.Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd.Soft off gravel when wet.
(PC)Council	L	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5 N;canal S	4100	1	24		N 150' width unusable.Ruf,rolling.
Dixie R.S., Dixie USFS	L	0.5 S;bet rd,crk	5200	1	36		Maintd June to Nov.Land to N;take-off S.Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd.Rolling.
(PC)Driggs, Teton Peaks	L	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)Dubois, 23, SLC-GTF	P	0.8 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling.Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only.Ruf.Soft when wet.
Elk River	L	0.4 NE;RR S	2850	1	26-*L1		P-line S.Skis Nov to April.Ngt lndgs S.Soft when wet.
(PC)Emmett	L	2.6 SW;RR NW	2359	1	24		Use strip.Soft when wet.
Fairfield, Camas County	L	0.4 S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW, Challis	4750	1	17		Land to SE,take-off to NW,SE blkd

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane.← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Fish Lake USFS	L	365 ESE Pierce	5800	1	29		Land WSW-tk-off ENE.Cattle on fld. DANGEROUS.Mtns W.Down-drafts over lake. Soft spots on N end of strip.
Garden Valley	L	1.3 W;riv SW	3000	1	23		CLOSED-ditch across strip.
(PC)Glenns Ferry	L	1.3 WSW;riv S	2536	1	32		
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-(S5)-W		Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. weeds.Cattle-fld.Soft off gravel when wet.
Grandview	L	0.7 ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	2	44-*L4	F2	P-line W.Soft off gravel when wet.
(PC)Hailey, Friedman	P	1.1 SSE;RR NE	5315	1	52-S1	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds.Soft off gravel when wet.
Hill City, Tracy	L	1.7 SW;hwy N	5056	1	33		W blkd.Caution-wet.
Homedale, Douglas	L	5.1 NW;riv NE	2300	1	14		Ctn-brush on strip.Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint.Dangerous.NE blkd.Land from SW;take-off to SW.
Horse Heaven	L	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs.Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5 SW;hwy SE	3950	1	42		SW end soft.Ridge NE.Take-off to SW. Open May-November.
(P)IDAHO FALLS	P	2 NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys.Soft when wet.
Indian Creek, USFS	L	15 SE Stibnite	4662	1	23		Land NE;take-off SW.Holes SW end. Poor approaches.
Island Park, Last Chance	L	4.4 WSW;riv W	6160	1	30		S 500' usable only when dry.Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28		CLOSED.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED WINTER.
(PC)Kamiah	P	0.6 SE;riv E	1194	1	28		Ruf.Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-BL2-S5	F2	Field lights unreliable. Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY.Cattle on field.Soft when wet.Ruf.
(PC)Kooskia	L	0.7 S;riv W	1265	1	19		P-line E.Hill NNW.
Krassel USFS	L	11 W Yellowpine	3852	1	13		CLOSED.DANGEROUS.
Lake, Flying R	L	2.8 SE;hwy E,SE	6630	1	30		Downdrafts when E winds. Mtn ENE. Cattle on field.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov.SE blkd:hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-Rocks.P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F3	
(PC)Mackay	L	0.8 CE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont;bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	L	23 ESE Stibnite	4505	1	20		Open May-October.Skis winter. Land SW;take-off NE.
Malad City	P	2.6 WSW;hwy SE	4503	2	h50-*L2-S1-W	F2	E/W rnwy clsd.
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE,SE.Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S Strip ruf.Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY.Cattle on field. Ruf. Soft when wet.
May	L	0.5 ENE;riv SW	5110	1	47		Mtn SE.Soft when wet.SE end ruf.
(PC)McCall	P	1 S;lk 1 N	5021	3	27-S5	F3	Ends NE/SW Strip unusable, ruf.
Melba	L	5.8 WNW;riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet.P-line E.
Montpelier	L	0.6 NNE;hwy S	5975	1	26-(S5)	(F2)	No storage.Hills S.Tk-off N.Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch:watch for tfc.Open Apr-Nov.NE,SW blkd:p-line NNE.Cattle-fld.
Moscow	L	1.5 S;RR N	2554	1	25-S1	F2	Skis wint.Soft-wet.Prior permission rqrd.
Mountain Home	L	1.8 W;RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5 E;hwy NW	2535	3	28-S5	F2	WSW blkd:p-line ENE.
New Meadows	L	0.5 N;hwy SE	3865	1	26		Soft unusable-wet.Hills NW,SE.Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet.P-line SSE.
(PC)Orofino	P	1.3 NW;riv NE	1003	1	27-S3	F2	Use ctn.Ridge WNW. ESE.Rgt tfc lndg SE. Ruf.
(PC)Paris, Bear Lake County	L	3.3 ENE;rd S	5928	2	h57-B		Caution-fowl on field.
Parma	L	0.6 SSE;RR NW	2225	1	26		P-line NW.Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S;hwy E	6000	2	34		Mtn NNW.Use ENE/WSW strip only. when strong westerly winds.Loose rocks.
Payette	P	2 NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach	L	3.2 E;riv E	4500	1	15		Cattle on field.
(P)POCATELLO, Phillips	P	8.1 WNW	4448	3	h83-BL4,6-S5-W	F4	Ctc Pocatello twr for take-off landings. Bumps 750'from apch end Rnwys 21, 25.
(PC)Preston	P	1.5 NW;riv W	4726	2	33-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	P	1.2 NW	4858	1	30	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW.Soft-wet.Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5900	2	26		Use N/S Strip when wind permits.Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
(PC)Rigby	L	1.7 S;hwy NW	4839	1	25		Survey stakes along edges rnwy.not hazard marked.
Riggins	L	0.3 NE;riv WNW	1800	1	25		NNE blkd:mtn SSW.Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19 N E Big Crk	5000	1	19		Open Apr-Nov 15.Ruf.Skis winter. Take-off N,Canyon to S.Soft-wet.
Rupert, Brockie	L	9 ENE;riv S	4200	1	21		Ctn-not maintd.Soft when wet.Ruf.
St. Anthony	P	1.1 SSE;RR NW	4966	1	39-(S3)	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS.Rolling.
(PC)St. Maries	P	1.2 NW;riv S	2127	1	21		Rgt tfc SE.Soft off gravel when wet.
(PC)Salmon	P	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE,SE.W.Clsd Dec-May.Soft off gravel-wet.
" -River	P	1.2 S;hwy E	3980	1	25		Mtns NE,SE.W.Clsd Dec-May.Soft off gravel-wet.
(PC)Sandpoint	P	1.5 NNW;RR W	2126	1	h32-S5	F2	Soft off gravel when wet. Stack S.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters.Ridges each end.Exper flyers only.One way apch.Cattle-fld. Watch for tfc.
Shoshone, Andrew	L	2.5 E;hwy N	4000	1	24		Soft when wet.
" Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD.Rolling.Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY.P-line NE.Rolling.
(PC)Soda Springs	L	1.3 SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch.Soft off gravel when wet.ENE/WSW Strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED.ENE,WSW blkd.Ruf.
Spirit Lake	L	0.7 W;RR NE	2500	1	22		Hills NW,SE.Ctn-debris;rd crosses strip.Cattle-fld.
Springfield, Wilcox	L	9.3 NNW	4700	1	20		EMERG ONLY.Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only.Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED.Lnd SW;tk-off NE.NW blkd. Mtn NE,SW.Soft-wet.SW end ruf.
Strevell	P	0.5 NNE	5270	2	30-BL2		EMERG ONLY.Ruf.Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet.When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10 WSW;riv SW	6500	1	32		P-line SE.Cattle on fld.Soft when wet.
Triangle	L	0.8 WNW	4500	1	26		
Troy, Rouch	L	2.3 SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	
Victor	L	0.8 SE;crk SW	6240	1	31		INACTIVE.Use ctn-not maintd SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW.Canyon SE.Skis winter.
(PC)Weiser	P	2.8 S;riv W	2120	2	34-S1	F2	Soft when wet.
Wilder	L	0.8 NE;hwy W	2550	1	19		P-line NNW.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter.Ridge S,W.Cattle-fld.
" USFS	L	1 W;riv E	5677	1	23		Open May-Oct.Skis wint.Tk-off SW.Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
ILLINOIS							
Alexander, Negus	L	2.8 WNW;RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E;hwy N	541	3	h39-BL4-S5-U	F2	
← Antioch	P	2 SW;hwy E	750	2	22-*L-S3	F2	No storage E blkd.
(N)Arlington Heights, Arlington	P	2 SSW	721	4	29-*L-S5	F2	P-line NE,NW.
(PC)Aurora	P	2.7 NNW;RR E	701	2	30-S3-U	F3	N,S,W blkd:p-line E.Soft when wet.
← Beardstown, Hood	L	2.1 SE;hwy E	440	1	18-(S3)	(F2)	
Bensonville, Sky Haven	P	1.5 SE;RR W	650	4	23-*L-S5	F3	S blkd.Use strips.
Benton	P	1.5 NW	445	2	26	(F2)	E blkd.Soft when wet.
(PC)BLOOMINGTON	P	3.3 E;hwy N	877	2	h37-*L4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
Blue Mount, McCoy	L	5 W	615	2	19-*L4-S1	F2	
Bradford	P	4.2 NE;RRW	795	2	26-BL2-S5-W	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd.Soft when wet.
(PC) CAIRO	P	4.5 NNW;RR E	321	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5 NNW;RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale-Murphysboro Murdale	P	4 NNW Carbondale	406	3	h27-BL4-S5-W-U	F3	3900' strip available.
Carlinville	P	1.4 E;hwy S	622	1	23-S1	F2	
Carmi	L	1.1 NE;RR S	390	1	28	(F2)	N,S blkd.
Casey	P	0.8 NW;rd N	645	2	23-*L-S5	F2	Rgt tfc S,W over town.
Centralia	L	1.5 ESE;rd N	520	2	26		N blkd.Soft when wet.
← Champaign	P	2 NNW;hwy SW	753	3	28-*L-S5	F3	Turf usable by permission.
(PC) " UNIV. OF ILLINOIS	P	5.5 SSW;RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Charleston	P	1.3 SW;RR 1 NW	690	2	26-*L-S5	F2	N blkd.Rgt tfc E.S.Soft when wet. Rolling.
← Chatsworth	P	1 S;bet hwy,RR	742	2	26-S5	F1	N,E blkd.
Cherry Valley, Franklyn	P	1 E	750	3	33-*L-S5	F3	NE,S blkd;p-line N.
Chicago, Elmhurst	P	17 WNW;hwy S	707	4	32-*L4-S5	F3	E,SW blkd;antenna S.Rgt tfc S.SW apch.Use strips.
" -Hammond	P	24.6 SSE of Loop	660	4	53-B*L2-S5-U	F4	NW blkd.
" Hinsdale	P	18.2 WSW	710	2	26-S5	F2	P-line S.Use strips.Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-*L3-S5	F3	Soft when wet. Use strips.
(NG) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2,3,4&7-S5-W	F4	2-way rdo rcrd.
" Stinson	P	13.1 WSW;quarry S	644	3	24-S5	F2	Banks SE,S.Soft-wet.Use strips.
" Meigs	P	1 E	590	1	h28		Rgt tfc N.FEE. Clsd ngts.
(AF) " O'Hare-Chicago Intnl	P	16 NW;riv 2 E	657	4	h73-BL4,6-S5	F4	Rdo rcvr rcrd. Overrun lgts.
" Pal-Waukee	P	21 NW;RR W	642	4	h36-B*L-S5-U	F4	No 91 Octane
Chicago Heights Governor's	P	5 WSW;hwy E	750	2	30-*L-S5	F3	E blkd.Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	P	5 N;hwy E,S	800	1	26-*L-S3-U	F2	S blkd.No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville	P	2.4 SSW;hwy W	640	3	26-*L-(S5)-U	F3	N,SW blkd.Ruf.
(PC) " Vermilion	P	4 E;hwy S,RR N	650	1	33-B*L4-S5-U	F3	N,S blkd. E/W strip discontd.
(PC) " VERMILION COUNTY	P	4.8 NNE;RR E	687	3	h40-S5-W-U	F3	Use rnwys.NW/SE Strip closed.
(PC) DECATUR	P	4 E;RR S	679	3	h53-BL4-S5-U	F3	
" -Aviation Company	P	4 NW	678	1	25-S5	F3	P-lines S,W,SW.Rolling.
(PC) DeKalb	P	1.8 E	900	1	h30-*L-S5	F3	p-line SE. Rolling.
Des Plaines, Ravenswood	P	2.5 SW;RR N	650	4	18-S5	F3	S blkd. Rgt tfc S.SE,W,SW. mrkd
Dixon	P	1.9 ESE;RR S	786	1	18-S5	F2	Code bcn.N,S blkd..Use E/W strip only.
← East St. Louis, Lakeside	P	7 NNE;lk W	420	3	32-S5	F1	Soft when wet.Rgt tfc take-off N,NW,E.
← " Parks	L	4.2 SW;RR SE	410	2	26-*L2-U		Rgt tfc take-off E,S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6 S;RR W	585	2	30-S1	F2	S blkd.Road crosses E/W Strip.
Elgin	P	2.3 N;riv E	770	3	h24-B*L4-S5	F2	Rgt tfc rnwy 18. Rolling.
← Fairfield	P	2 W	416	1	26-S2	F1	Ruf.
Flora	L	0.8 SW;RR N	503	2	27		N blkd;p-line W.
Freeport, Albertus	P	3.5 SE;RR S	840	3	h23-*L1-S5	F3	S blkd.
" Hillcrest	P	4 ENE;riv 1 S	800	2	20-*L-S5	F1	Use strips.Rolling.
Galesburg	P	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E.Rgt tfc take-off SE.
" Munson	L	5 SW;RR N	780	2	21		N,E blkd.
← Gillespie	L	1 W;RR S					ABANDONED
Gilman	P	1.2 NNE;RR W	630	1	22-S1	F1	Low spot center of strip.
Glenridge, Central	P	0.6 NE;RR E,W	499	1	26-S1	F2	
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll	P	1.5 E;RR N	650	2	26-(S5)	F2	N,S blkd.Repairs week-ends only.
(PC) Harrisburg-Raleigh	P	5.2 N;hwy E	396	2	27-*L-S5-U	F2	1800' paved rnwy available-use when wet.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3 WSW;hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E;hwy N	510	2	25	F2	Use N/S Striponly during high winds. W end soft.
Highland-Winet	P	3.6 NE;hwy SE	535	3	26-*L1-S5	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N,S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
← Jacksonville		3.9 S;hwy E					ABANDONED.
" Mun	P	2.7 N;hwy E	623	3	32-BL4-S5-U	F3	
↘ Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc.Antenna NE.
(P) Joliet	P	5 W;riv W	580	2	h30-BL3-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S;hwy W	580	1	25-(S3)	(F2)	P-line W.Soft when wet.
Kankakee	C	3.2 WSW;RR 1,5 E	625	2	26-*L3,4-S5	1,3	Ditch N, S blkd.Use strips.
Kewanee	P	3 S;hwy W	825	1	23	F2	
Lacon, Marshall County	P	1.2 E;hwy N	554	2	18-*L	F2	
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
LaSalle, Vogel	L	6.5 NNW;RR E	664	2	20-S5	F3	P-line W.
(PC) Lawrenceville	P	4.5 NE;lks ESE	428	4	h52-BL4-S3	F3	
← Lebanon	P	0.5 SE;RR N	437	1	22-S1	F2	S blkd;p-line N.Soft-wet.
(N) Libertyville	L	4.4 S	706	4	h29		Close d to all aircraft.
Lincoln	P	1.8 W;hwy N	591	2	31-*L-S5	F2	P-line N.
(PC) " Logan County	P	2 ENE;hwy NW	595	2	h27-*L-S5	F3	3200' strip avail.
Litchfield	P	1.4 SW;hwy E	690	2	h23-B-S5	F2	Shoulders soft.Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	P	2.2 WNW;canal E	664	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8 NNW;RR S	740	3	28-*L-S5	F2	P-lines S,SW,Rolling.
" York Township	P	2 SSW;riv W	726	2	20-S5	F2	Use strips.
← Macomb	P	2.4 E;hwy E	695	2	26		N,E blkd.
Mahomet, Sangamon Valley	P	1.5 SE;RR N	720	2	18	F2	Rolling.Use strips.
Marion Air Park	C	1.8 ESE;RR S	430	3	27-*L-S5	F2	P-line N.Soft when wet.
(PC) Marion-Herrin, Williamson County	P	4.6 WNW;hwy W	472	3	h38-BL4-S5-U	F3	Fuel available 24 hours.
Mattoon, Coles Co., Mem'l.	P	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	
Mendota, Fitzgerald	P	1.5 NW;RR NE	800	1	24-*L4-S3	F2	
← Metropolis	P	2 NW;hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7 NNW;hwy E	650	2	28-S5	F3	E blkd.
Moline, Miller	L	2.5 E;RR N	575	1	23		CLOSED. S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
(P) MOLINE Quad-City	P	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Land,take-off to E with winds 5 mph or less. Use rnwys.
Momence	P	3.5 WSW;riv N	645	2	25-S5	F2	NE,SW,NW blkd.
Monmouth	P	1.5 NNE;RR W	770	2	31-S5	F1	S blkd;p-line E.
Morris	P	4.5 N;hwy W	590	2	23-*L4-S1	F3	
(PC) Mt. Carmel	P	13.7 NNE;hwy E	430	2	h45-S1	F2	
← " Beckerman	L	4 W;RR S	424	1	22-S1	F2	N blkd.Soft when wet.
(PC) Mt. Vernon	P	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2 WNW;RR S	800	1	23	F2	P-lines N,S.
Northbrook, Sky Harbor	P	1.6 NW;RR E	680	4	26-*L4-S5-U	F2	Ctc Unicom before landing.Rstd to acft under 12,000 lbs.Use strips.
Oaklawn, Harlem	P	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	P	1.8 ESE;RR S	537	2	30-S3	F3	S blkd.
Ottawa	P	1 NNW;rd N	615	3	29-S5	F3	N,NE,S blkd.Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	L	2 E;RRs N	670	2	23		N,S blkd.
Pecatonica	P	1 N;hwy E	750	1	24		CLOSED,Cattle-fld S blkd.Soft-wet.
Pekin	P	5 S;RR E	505	3	34-*L-S5-U	F3	E blkd;p-line W.
(NG) PEORIA, Greater Peoria	P	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Le Tourneau	L	1.8 NE;riv E	445	1	29-*L4		Use field for business only.
" Mt. Hawley	P	6.4 N;RR SW	800	3	30-*L-S5	F3	NE,SE,S,SW blkd.
Plymouth	L	2 W;rd S	650	1	20-(S3)	(F2)	S blkd.Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	21-*L-S1	F2	E blkd.
Pontiac, Chief City	P	1.5 WNW;hwy SW	632	1	24-*L-S5	F2	NE blkd.Soft when wet.
Princeton, Piper	P	1.5 E;hwy N	625	2	24-*L-S5	F2	N,S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E;hwy S	769	3	h54-BL3,4-S3-W	F4	
← " Doc's	P	4.2 W;hwy S	480	1	28-S5	F2	P-line SE,NW.Use strips.
Roanoke, Fash	P	4.2 W;hwy N,E					ABANDONED.
Robinson	P	5.3 E;hwy S	500	2	35	F1	E/W Rnwy closed.S blkd.Ruf.
Rochelle	P	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S;hwy W	645	4	25-*L4-S5-U	F2	P-lines W,SW,NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED.Rgt tfc S.
(P) " GREATER ROCKFORD	P	4.9 S;hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	L	6 NNE;riv NW	732	3	30-*L2-S5-U	F3	NE blkd;p-lines E,SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Leckrone	P	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4 WSW;RR N	670	2	20-*L-S5	F3	P-line N. Soft when wet.
Savanna, Stransdale	P	4 SE;hwy W	610	3	28-*L1-S5	F2	NW/SE Strip clsd-const.P-line W.
Serena	P	2.8 N elevator SE	640	1	21-*L1-S3-U	F3	P-line NNE.Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE,SE,SW,NW blkd.
Sheldon, Disoway	P	5.4 SSW;RR W	688	2	26-*L4-S5	F2	S blkd.
(PC) South Beloit, Beloit	P	1 S;RR E	772	4	33-S5	F3	Use strips.
(AF, NC) SPRINGFIELD, Capital	P	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Equip on fld days.Use rnwys.
← " Southwest	P	3.5 SW;RR N,S	606	2	24-(S5)	(F2)	Use strips.
Steger, Will County	L	0.5 S;RR W	740	3	15		W blkd;p-line N.Soft when wet.Rgt tfc strips 9,36.
Stockton	P	1.9 SSE;hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE;RR N	650	2	23-*L-S3	F3	Soft when wet.
Sycamore	P	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off,P-line N,NE,E,SE.
Taylorville	P	1.8 WSW;RR SE	612				(CLOSED-CONSTRUCTION).
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
← Urbana, Illini	P	2 NNE;hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	L	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W.CLSD WINTERS.
← Vandalia	P	4.4 NW	532	2	h39-BL4-S3	F2	
Virden	P	1 WSW;RR E,S,W	640	1	21-S1	F2	P-line N.
Warren, Evergreen	L	1.7 S;hwy W	1000	1	26		W blkd.
Waukegan	P	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-*L-S5-U	F3	Landing fee multi-engine aircraft.
West Chicago, DuPage Co.	P	3 NW;RR S	760	4	h32-L4-S5-U	F3	N blkd.
West Frankfort	L	0.8 WNW;RR W	400	2	18		INACTIVE.Soft when wet.
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B*L-S5	F3	
Williamson, W,L,S.	L	0.8 E;hwy E	600	1	26		N blkd.
Woodstock	P	1 NE;hwy SE	910	2	22-S1	F2	E blkd;p-line S.Caution-wet.Use strips.Equip on fld intermittently.
← Wyoming	L	1.4 SSW;hwy E	720	1	21		
NEW AIRPORTS (for airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	1	23		E blkd.Use strip.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Anderson	P	3.5 SE;hwy N	910	3	32-*L4-S5-U	F3	P-line E, NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-*L-S5-U	F3	P-line NE.
(PC)Angola, Tri-State	P	4.2 W;hwy S	984	3	32-B-S5	F1	SE, SW blkd.
Annapolis, Port-O'-The Woods	L	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	27-B*L1-S3	F3	P-lines NNE, SE.
(PC)Bedford	L	3.5 SE;hwy E	728	3	h31-S3	F1	Use rnwys.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-B*L4-S1-U	F3	Use strips, rnwys.
← " Veteran's		2.5 W;RR N					ABANDONED.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F1	No storage. E blkd.
" -Wells County	P	2.8 WSW;RR S	820	1	32-S3	F1	P-lines NE.
Brownsburg	L	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	28-*L1-S5	F3	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)CONNERSVILLE, Mettel	P	2.8 NNE;canal W	950	3	h25-S3-W	F1	
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	P	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S5	F3	P-line NE, E.
Culver	L	2 E;lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	1 SW;hwy E	775	1	22-(S3)	(F1)	Atnd eve. and suns. No sto. E blkd. Use strip
DeMotte, Cheever	P	2.2 SSE;hwy E	676	3	29-(S5)	F1	N, S, WNW blkd; p-line ESE. Ruf.
Dyer, Triangle	P	1.5 NE;RR E	630	4	33-S5	F2	S blkd. Use strips.
Elkhart	P	2.7 NNW;hwy 1 E	752	2	26-*L4-S5-U	F1	N blkd.
" East Side	P	2.5 E;riv N	750	3	30-*L3,4-S5-U	F3	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
← Elwood	P	2S;hwy NW	866	2	23-*L4-S5	F2	P-line W.
(P)EVANSVILLE, Dress Meml.	P	4.5 NNE;RR W, E	389	3	h60-BL4-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S. No storage.
(NG)FORT WAYNE, Baer	P	7.5 SSW;RR E	801	3	h62-BL3-6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	4	h33-B*L2-S5-W-U	F3	
Franklin	P	4 S;hwy 2 E	745	3	24-*L1-S5	F1	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	P	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
GARY MUNICIPAL	P	4 NW;hwy N	590	2	h46-*L4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SE, SW.
" Midway	L	4.9 NW;riv NE	780	2	24-*L3,4-S5	F1	SSE blkd; p-line W.
Greencastle	P	2.5 ESE;RR 1 N	822	3	20-S5	F1	P-line S.
← Greenfield, Pope	P	1.9 ENE;RR S					ABANDONED.
Greensburg	P	2.1 WSW;RR N	915	2	23-S5	F1	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-*L4-S5	F1	
Hartford City-Inman	P	1.8 N;hwy E	885	2	23-S3	F1	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1 S	659	2	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	L	1.8 NNW;hwy S	644	2	25	F2	E blkd.
(PC)Huntingburg	P	3 S;RR 2 E	500	2	31-BL1, 2-S5	F1	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	20-S3	F1	P-lines SW, NW; gully S.
(P)INDIANAPOLIS	P	8 SW;RR N	796	4	h51-BL4-7-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	L	2 N		1	20	F3	P-line S.
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-S3	F1	P-line SE, SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F1	P-lines N E, SE, NW.
KOKOMO	P	4.7 NE;rd N	827	4	h40-*L4-S1-W	F3	
← " Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
La Fayette, Aretz	P	3 NE bet RR, hwy	614	2	32-S5	F1	P-line WNW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	35-*L4-S5	F3	P-line WNW. Use strips.
Lake Village	P	1 NW;hwy S	650	2	22-*L-S5	F2	Use strips. SW, NW.
← LaPorte	P	2.5 SSW;RR W	803	aw	30-BL4-S3	F3	Bcn & lgts inop after 2400. P-line S, SE.
Lebanon	P	1 S	958	2	17-S1	F1	Knoll NW end NW/SE Strip. Use strips.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Lowell, Bailey	P	4.8 SW	690	2	22-S3	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24		Ld at own risk. N blkd. Use strip.
Marion	L	3.8 SSW;hwy E	850	3	24		
← " West Side	P	2.5 NW;hwy S	851	2	27-*L4-S5	F3	
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	P	2 SW;hwy E	800	1	20-S3	F1	
← Michigan City	P	4 E;hwy jct SW	650	2	25-*L4-S5-U	F3	Tower N; P-line S, E.
← " Mun.	L	2.5 S;hwy N, W	668	1	29	F1	
Mishawaka, Sportsman	P	3.7 NE;riv S	760	4	26-S5	F1	NE, E, SE, S, SW, W blkd.
Monticello	P	5 SSW	695	1	19-S5	F1	
" Congram	P	1 ENE;riv W	650	1	20-S1	F1	E blkd.
Mt. Vernon	L	1E;bet hwy, riv	390	2	26-(S1)	(F3)	P-line N. Use strips. Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F1	S, SE blkd; tank SW.
(PC)Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F3	3400' strip available.
New Carlisle, Gordon	P	2.8 ESE;hwy 1 N	736	2	16-S3	F1	Use strips. Ruf.
New Castle	P	1.8 ENE;hwy N	1080	3	29-S5	F3	N, NE, blkd. Rgt tfc W. Use strips.
" -Western	P	2.3 NW;hwy E	1078	3	26-S5	F1	N, E blkd.
(PC)N. Vernon, St. Anne	L	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S3	F3	
(AF) " Bunker Hill	L	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-*L1-S5	F1	S blkd. Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	23-*L4-S5	F1	NE blkd; p-line N. Use strips.
Princeton	P	0.8 E;RR NE	502	3	20-S1	F1	Use strips. Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21		N, S blkd.
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F1	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-*L-S5	F1	Hill E.
Rising Sun	L	0.5 N	530	3	22-S3	F1	P-line W. Rolling.
Rochester	P	1.5 E bet RR, hwy	787	4	25-S5	F3	N, NE, SE, S, NW blkd. Use rnwys.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	1	16-S1	F3	
Salem, Boss-Denien	L	3 WNW;hwy S	876	1	24		SSW blkd.
← Scottsburg, Air Harbor	P	1.5 W;hwy N					ABANDONED.
Selma, Huffman	L	0.8 SE;RR N	1014	1	19		SE blkd; p-line NW. Rolling. Use strip.
" Reese	P	3.5 SW;riv 1 W	991	4	20-S5	F1	E blkd.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-*L4-S5	F3	Use rnwys.
" Mapleton	P	2.7 E;hwy NE	630	3	18-S5	F1	NE, E blkd; p-line N. Use strips.
Shelbyville, Suco	P	0.7 SE;RR E, NE	793	4	21-*L4-S5	F3	P-line N. Rgt tfc N, NW, NE, E.
Sheridan	P	2.1 N;rd W	940	3	23-S5	F3	SW, W, NW blkd. Use strips.
" Black Hawk	P	5.3 N;road E	925	2	18-S5	F1	P-line N. Use strips.
Shoals, Stiles	L	1.2 N;riv W	490	1	22		Hill S.
(P)SOUTH BEND, St. Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2300-0700 daily rnwy lgts avail on req. thru S. Bend rdo during these hrs 2nd stage hi-int rnwy lgts avail, bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Sod areas clsd. Equip on fld. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE RR 2 E	730	3	25-S1	F3	SE, S, SW blkd.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N, NW.
← Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N, NE, SE.
← (P) " HULMAN	P	5 ESE;hwy N	585	3	h53-BL4-S5-W	F4	Use rnwys. Fuel on req after 2300.
Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B-S1	F2	
← " Urschell	P	1.7 N;RR S	829	2	26-*L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	415	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-S1	F1	Rgt tfc S, W.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL1-S5	F3	2600' strip avail. Rgt tfc N, E, NE. Use rnwy, strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-*L1-S5	F1	P-line W. Use strips.
(P)WEST LAFAYETTE, Purdue University	P	1.5 SW	605	1	h35-BL2-W	F4	N blkd. Clsd acft over 26,500 lbs gross weight or larger than C-47 or DC-3 xcpt by special permission. Crane S. Use rnwys. 3800' strip avail.
Winchester	P	3 E;hwy N	1109	4	23-S5	F1	
Woodburn, Taylor	L	1.2 SW;hwy W NW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (for airports out of alphabetical alignment).							
Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
IOWA							
Albia, Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW.
← Algona	P	2 WNW;hwy N	1219	2	28-S5	F1	P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)AMES	P	2.5 SSE;hwy E	932	2	36-BL4-S5	F1	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressier	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W;hwy E	1153	3	33-*L-S1	F1	P-line N.
Audubon	P	1 SSE;RR, hwy W	1300	1	15-S1	F1	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling. P-line S.
(PC)Boone	P	2 ESE;hwy N	1143	2	26-S1	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S5-W	F4	Rgt tfc rnwys 12, 18.
Callender, Peterson	L	1.2 WSW	1200	1	18		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data U-UNICOM (122.8 mc) (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Carroll	L	4.2 ESE;RR N	1196	3	34-S3	F1	
(P)CEDAR RAPIDS	P	6.7 SSW;RR E	863	2	h54-BL4,6-S1	F4	
" Hunter	P	3 S;hwy E	732	4	27-*L4-S5-U	F2	
Centerville	P	3.5 SSW;RR N	1017	2	26-S5	F1	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N,E,W blkd, Land at own risk.
(PC)Chariton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots	L	2.3 NNE;hwy W					REPORTED ABANDONED.
Charles City	P	3.3 E;bet RR,hwy	1126	3	28-BL4-S5	F1	P-line N,S,SW,NW.
(PC)Cherokee	P	1 S;RR W	1212	3	33-*L1-S5	F2	P-lines NE,SE.Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE;RR W	992	3	h21-BL4-S5	F1	Rgt tfc SW,SE. Ditches S,NNE.
" Schenck	P	0.8 SE	992	1	28-S3	F1	Rgt tfc N.Water tower, stacks NW.
Clarion	P	1.4 NW;hwy S	1162	4	27-BL4-S3	F2	P-lines NE,NW.Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)Clinton	P	7 WSW;hwy S	701	3	h37-BL4-S5-U	F3	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	950	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR,hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE;hwy S	974	4	37-S3	F1	SW blkd;p-line SE; tank S.
Creston	P	2.5 SW;RRN	1320	1	18-S1	F1	
Dallas Center, Husband	P	3 W;hwy W,N	1015	2	18-*L1-S3	F1	
(P)Davenport	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S3	F2	
Denison	P	2.8 SW;hwy N	1280	3	30-B*L3-S5	F2	Soft-wet,Land at own risk.
" Chamberlain	L	1.3 SE;riv N	1200	1	18		Soft when wet.
(NC)DES MOINES	P	4.5 SSW;hwy S	957	4	h75-BL4&6-S5-W	F4	
" Dodge	P	8 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd,Land at own risk.
(PC)DUBUQUE	P	7.5 SSW;hwy E	1075	2	h56-BL4-S5-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	900	1	22-(S1)	(F1)	Land at own risk, Rolling.
Eagle Grove	P	3.4 NNW;RR E	1131	2	26-*L1-S3	F2	
Elkader, Meyer	P	1.1 SE;RR E,S	915	2	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5 S;hwy E	1200	1	20-*L1		S blkd,S end rolling.
Emmetsburg	P	1.3 SW;RR N	1205	3	35-S3	F1	
(PC)Estherville	P	4.6 E;hwy S	1298	3	32-*L1-S5	F1	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy L3 N	1190	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	P	3.5 N;hwy E	1160	2	h44-BL4,6	F2	Use rnwy-sod unusable.
Fredericksburg, Arle's	L	0.7 S;RR W	1150	1	14		Rolling.
Garner, Wicks	P	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 1 & N	770	2	23-S1	F1	Rolling.
Grennell		4.5 E;hwy S					(ABANDONED)
(PC)Guthrie Center	L	0.5 NW;riv E	1083	3	26-*L-(S1)	(F1)	
Guttenberg, Ahels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd,Soft when wet.
Hampton	L	2.7 NW;1k N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5 SSW;hwyE	1204	2	27-S3	F1	P-line S.
Hartley	L	1.2 SSE,RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S,SE;bins NE.Atnd week-ends.Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip,Rolling.
Independence	L	4.1 W	990	3	26		P-line N,NW.
(PC)IOWA CITY	P	1.7 SW;riv E	661	3	h43-BL4-S5-W	F3	
" Indian Lookout	L	4.2 SW;hwy E					ABANDONED.
Iowa Falls	P	4.1 S;RR 1 E	1140	4	20-S5	F1	E blkd.
Jefferson	P	1.8 E;hwy N	1041	2	24-*L1-S5	F1	
(PC) KEOKUK	P	4.6 NW	671	2	h38-BL4-S5		
Lamoni, 10, MKC-MPS	P	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	850	3	26		Land at own risk,Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1250	1	24-S5	F1	
(PC)LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-*L1-S5	F2	W,NW blkd;p-line SE.
Lenox	L	1.3 N,hwy W	1200	1	26		N blkd,Rolling,Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	P	1 S;RR,hwy W	935	1	25-S1	F2	N S strip perm clsd.
Manning	L	0.6 SW;RR W	1321	2	24		Tower NE.
(PC)Mapleton	P	0.5 NW;riv NW	1150	2	29-S5	F2	SE,SW blkd,Ruf.
Maquoketa	L	2.8 SSW,hwy E	720	1	20		Land at own risk.
(PC)Marshalltown,Niederhauser	P	4 N,hwy 1 E	990	2	26-*L1-S5	F2	W blkd;p-line N.
(P)MASON CITY	P	6.5 W,hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE;riv S	1215	1	22-S1	F1	Rolling,Use strip.
Mechanicsville, McVille	L	3.2 WNW,RR S	850	2	25		E/W Strip clsd,P-line S,Cattle on fld.
Melbourne	L	0.3 S,RR E	1000	1	24-*L-S1	F1	NE blkd,Use strip.Ctn-strip shortened to 1500' by fence at times.
Missouri Valley	P	1.5 S bet RR,hwy	1000	1	25		S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19-*L1-S5	F1	Unlighted stacks WNW.
(PC)Muscatine	P	6 SW;hwy SE	546	2	42-BL4-S3	F2	
" Greiner	L	6 N,hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E,N	1000	2	26-(S1)	(F1)	E,NW blkd,W end E/W Strip ruf.
Nevada, Farm & Home	L	2 NW;RR 1 S	950	1	26		Rolling,P-line N.
" Nelson	P	1.7 W;hwy N	995	2	21-*L1-S1	F1	Rolling.
" Paul	L	3.5 NNW	1000	1	21		Use strip.
Newton	P	1.5 ENE;hwy S	950	3	24-*L1-S5	F2	P-line S.
" Flying Service	L	3 W;hwy S	960	1	22-S1	F1	SE blkd.
Nora Springs, Spotts	P	3.2 W;RR S	1170	2	26-*L-S1	F2	E blkd,Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3 W	1050	3	28-S5	F2	W blkd;p-line NW, Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 NRR,hwy E	1125	1	22		P-line N,Rolling.
Oskaloosa	P	2 SSE;RR NE	850	2	21-*L1-S5	F1	P-line NE,Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Pella	L	3.5 SE,RR NW	877	1	24		
Perry	P	3.5 WSW;hwy N	1014	2	23-*L1-S3	F2	
(PC)Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph	L	1.7 NNE;RR W	980	1	20		N blkd.
(PC)Red Oak	P	1.5 W,hwy N	1044	3	28-L4-S5	F2	N end N/S Strip soft-wet,P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	P	3 N;riv W	1361	2	23-*L1-S5	F1	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N,W blkd,Rolling,Use at own risk.
Sac City	P	3 SSE;riv W	1160	2	22-*L1-S5	F2	
Sheldon	L	5 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E,RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;riv NW	963	2	37-*L1-S5-U	F1	
Sibley	P	2 S;RR NW	1500	2	26-*L1-S3	F1	E,S,W blkd;p-line N.
Sigourney	P	3 S;riv N	692	2	24-S5	F1	S blkd,Soft when wet.
(AF,NC)SIOUX CITY	P	6.5 S;RR 1 NE	1097	3	h75-BL4,6-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S.Dak., Rickenbacker Fld.						
(PC)Spencer	P	2.9 WNW;RR 1 S	1335	3	40-*L4-S5	F3	P-line NE.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE;RR 1 SE	1178	1	15	F1	P-line SE, Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd,p-line SE,culvert W.Use strips.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		Cattle on fld.
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		
Wallingford	L	0.3 SE;riv E	1245	1	21		WNW blkd, Land at own risk.
Washington	L	1.5 SSE;RR NE	769	2	26		N blkd.
(PC)WATERLOO	P	5 NW,riv 1S	870	3	h5+BL4-S5-W-U	F4	P-line E.
" Canfield	P	3 NW,hwy NE	800	4	28-*L1-S5	F1	P-lines N,NE,bldgs SE.
Waverly, Evans	L	2.2 SSE,riv E					ABANDONED.
Webster City	P	3.3 SW;RR 2.3 N	1100	4	26-S3	F1	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E,RR S	700	1	13-(S1)	(F1)	E blkd,Land at own risk.
Winterset	L	4.5 W;hwy N	1170	1	21		
Woodward	L	3.2 NW;RR 25 S	1060	1	22		
NEW AIRPORTS (or airports out of alphabetical alignment)							
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	L	0.7 NNW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC) Waverly, Bantam	L	6 E	1000	1	26	(F1)	P-line N.
Grant Center, Maynard	L	2 E;RR E	1100	1	16	F1	
KANSAS							
(PC)Abilene	P	1.7 WSW;RR N	1148	3	h21-*L4-S5	F1	NE blkd;p-line SE.Strips ruf.Soft-wet.
(PC)Anthony, 24, AMA-MKC	L	2.7 WNW;hwy S	1339	2	45-BL4		ESE blkd,Caution-wet.
Arkansas City	P	3.5 S;hwy,RR W	1067	4	27-S5	F2	N,NE,S blkd;p-lines SE,SW.
(PC) " Strother Aux #1	L	7.5 NE;riv E	1050	1	26		Use strip.
(PC) " " Aux #2	L	6.6 W;hwy N	1237	2	h40		Use rnwys,Ruf.
Ashland	P	1.2 S;RR NW	1940	2	32-S5	F2	P-lines NE,SE. Use strips.
Atchison	P	3 W;hwy S	1070	1	h30-S3	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F1	Use strips.
Augusta	P	1 NNE	1280	2	26-S5	F1	E,W blkd;p-line S.
Baldwin, Bell	L	2.2 E;hwy S	1040	1	23		S blkd,Use caution apchg S.
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW.Use strips.
(PC)Beloit	P	1.2 NW,RR S	1416	3	33-L4-S5	F1	SW blkd,Erosion,Use strips.
Bern	L	0.6 S;RR N	1300	1	24	(F1)	P-line N,Ctn-gopher holes.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

KANSAS

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Bird City	L	0.5 S	3575	2	24-B	(F1)	P-line N.Caution-wet.Use strips.
Brewster, Hutton	P	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf.Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd.Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	L	1.2 E;hwy S	1140	2	22		SE blkd;p-line SW.Ruf. Use strips.
(P)CHANUTE	P	2 WSW;lk SE	1001	2	h42-BL23-S5-W	F3	E,SE blkd;p-lines S,NW.
(PC)Cimarron	L	1.8 N;hwy W	2720	3	29-(S1)	(F1)	S blkd;p-line WNW.Soft when wet.
(PC)Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S,SE,SW,NW.Ctn-wet.Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet.Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
Coffeyville	P	2.5 NW	880	3	h26-BL4-S5	F2	NE,NW,SE blkd;p-line SW.Ruf.
(PC) " McGUGIN	P	5.3 NE;RR 15 W	759	4	h59-B*L4	F1	Use rnwys.
(PC)Colby	P	1.8 N;hwy W	3176	3	30-*L4-S4	F2	h2600' rnwy avail.NW/SE,NE/SW Strips ruf.Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater, Stark	L	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip.Cattle on fld.
Collyer, Scherr	L	1.7 E;RR N	2567	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S1		NE blkd;hedge S. Soft when wet.
(PC)Concordia	P	1.7 S;hwy W	1492	3	36-S1	F1	Erosion edges of strips.Use strips.
" Blosser	L	1 S;hwy W	1510	1	18		P-line E. Caution-ruf.
Cottonwood Falls,Chase Co.	L	0.5 SSW	1264	1	26		P-line N.
Council Grove	L	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2760	3	25		ENE blkd;p-line S,SE.
(P)DODGE CITY	P	3 ENE;RR SE	2594	4	h46-BL26S-W-U	F4	Use rnwys.
" Ford County	L	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W Rnwy.
" Wilroads Gardens	P	6.3 ESE;RR S	2440	1	22-S5	F1	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE;hwy W	1400	4	25-L4-S5	F3	P-line NW.Soft when wet.Ruf.
Elkhart	L	0.8 ESE;RR NW	3500	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW;hwy,RRS	1790	2	26-S5	F1	Caution-Oil Well 58'E of N/S Strip. N blkd.Use strips.
Ellsworth	L	1 N;hwy S	1611	2	24		
Elmo, Brewer		1.5 WSW;RR N					ABANDONED
(P)Emporia,37,AMA-MKC	P	5.4 S;hwy E	1204	3	h21-BL4-S5-W	F3	4000'avail N&S strip.Use center of strips-dry;paved rnwy-wet.
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd.
Fall River	L	3.9 NW;dam NNE	1035	1	20		S blkd.Rolling.
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5 SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3 NNW;hwy E	880	2	26		
Garden City	P	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
(P) " NEW GARDEN CITY	P	8.5 ESE;RR SW	2895	4	h65-B*L4-S1-W	F3	Use rnwys.Caution-E 800' Rnwy 8-26 abandoned.
(PC)Cardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd.Use strips.
(PC)Carnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times.Intsxns ruf.SSW blkd.
Clasco, Hurley's	L	2.4 SE	1340	2	26-S3	F1	N,S blkd;p-line E.
(P)Goodland	P	2 NNE	3653	4	37-BL4-S5-W	F3	
(PC)GREAT BEND	P	5 WSW;hwy SE	1891	3	h80-BL4-S5-U	F3	Use rnwys.
Greensburg	P	1 E;RR N	2230	3	28-L4-S1	F1	N,NNE blkd.Use strips.
(PC)Harper	L	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
Hays	P	1.5 E;RR S	2020	4	29-B*L2	F3	
(PC)Herington	L	8 ENE;RR 3 N	1485	3	h67		Closed civil aircraf,.Rgt tfc NW.
(PC) " Soo	L	1.5 SE;hwy N	1450	1	24-(S5)	(F1)	P-line N. Use strip.
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
Hillsboro	L	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington	L	1.3 NE;hwy S					ABANDONED.
Holyrood	L	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	L	1.2 NNW;hwy E	1131	2	22	(F1)	
Hoxie	L	0.8 N;hwy S	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2660	2	19		Caution-erosion-ditch center E/W Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3107	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4-S5-W	F4	S blkd;p-line SW.Use rnwys.
" Mills	L	4.4 S;RR W	1520	1	25-(S1)	(F1)	
(PC)Independence	P	6 SW;RR E	820	4	h55-BL4,S1	F4	Ruf.
" Arpt	L	5 N;hwy W	847	3	22		Caution-rolling.P-line SW.
(PC) " Montgomery County #1	L	9.5 NW;hwy W	918	1	35		Use with caution.Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution.Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
(PC)Iola	P	3.2 SSE	1020	4	32-S5	F3	Soft when wet.Use strips.
(PC)Jetmore	L	7.2 S;hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW;hwy NW	3330	3	28-S5	F1	N,NE blkd;p-line S.
(PC)Junction City	P	0.8 NW;hwy E	1104	3	36-B*L4-S5	F1	P-lines NE,SSW.Use strips.
Kanorado, Winter	P	0.6 SE;RRN	3910	2	26-S3	F1	Ctn-140' elevator NW.Ruf.Use Strips.
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N,E	746	4	h67-BL2,4-S3	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	P	1.5 NNW;RR E	1600	4	27	F3	S,SW blkd.Use strips.
(PC)Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S.Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS, N,NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
Larned	P	1.6 NNE;RR SE	2012	4	36-B-S1	F1	Use caution on N/S Strip;soft when wet.
Lawrence	P	2.5 NNE;hwy S	832	3	32-*L2-S5	F3	P-line W.Use strips.Ruf.
(PC)Lenora	L	1.2 NW;crk NE	2325	2	24	(F1)	Ruf.
Leoti		1.5 ESE;hwy N					ABANDONED
(PC)Liberal	P	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	P	1.5 NW;RR S	1412	2	27-*L4-S5	F1	NE,NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F1	P-line N;windmill S. Use strips.
Macksville, Smith	P	1.3 NNE;RR S	2000	2	26-S1	F1	S blkd,Use strips.Rolling.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F3	Use rnwy.strip.Ditch SE end of NW/SE rnwy.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd.Use strip.
Mankato	P	1.4 NW;RR SW	1840	4	26-S3	F1	Windmill NE;dike W end E/W Strip. Use strips.
(PC)Marion	L	1.8 ESE;hwy N	1370	4	36		S end N/S and NW/SE Strips soft when wet.E,NE,S,NW blkd;p-line SE,SW.
(PC)Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
McPherson	P	1.5 SW;hwy adj	1493	2	h23-S5	F3	P-line N.Shoulders soft when wet.
Meade	L	1 W;RR,hwy N	2528	2	26-B*L4	F1	P-line N,Use strips.Caution when wet.
Medicine Lodge	L	21 SE; RR S	1520	3	34-(S1)	(F1)	Ctn-gopher holes, Ruf, Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters,N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	2	23-S5	F1	E blkd.
(PC)Norton	P	0.7 NNW	2365	2	52-B*L4-S1	F3	Ruf,Use strips.
Oakley-Bertrand	P	0.6 SSW;RR N	3042	4	24-S1	F2	S blkd;p-lines N,SE.Use strips.Ruf.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-B*L4-S3	F1	SE blkd.Ctn-60' poles adj S.Use strips.
Olathe-City	L	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		Caution-erosion on edges.Use center of strips.
Osborne	L	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	P	5.3 S;hwy W	975	3	h24-S5	F2	Use N/S Rnwy. Ruf.
" Conrad		3.8 NNE					ABANDONED
Oxford	L	4.5 E;RR S	1200	2	33		NW blkd.Use strips.Ruf.
Parsons	L	2 NW;RR S	936	2	23-(S1)		Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
(PC)Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-SJ	F1	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)Pittsburg,Atkinson	P	2.5 NW;hwy E	948	3	h40-B*L4-S5	F1	Use rnwys.
Plains	L	0.3 NNE;hwy N	2772	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
Pratt	P	4.5 N;hwy E	1959	3	h80-L4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1930	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie,Prairie Oak	L	1 NNE;RR NW	1530	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
Protection	L	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf-obstns-dangerous..
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle-fld.Use
(P)Russell	P	2.7 ESE;hwy NE	1863	3	32-BL4-S5-W	F2	N,NE,SW blkd;p-line S, strips.
(PC)Sabetha	L	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
St. Francis	P	1 S;hwy N	3415	3	37-B*L4-S1	F1	P-line N. Ruf.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips,rnwy only.
Satanta	L	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Caution when wet.
Scott City	P	1.3 ESE;hwy N	2970	4	h25-*L-S5	F3	3200' strip avail, W.SW blkd;p-lines N,NE.Ruf. Use strips.
Sedan, Walter's	P	2.7 SSE;hwy S,W	850	1	17-S3	F2	
Seneca	L	0.5 W;RR S	1250	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5 W; hwy N	1889	4	26-L3,4-S5	F1	P-line N,NE.Use strips, Ruf.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F1	P-lines SE,SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F1	WSW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-*L1-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	Bridge SE. Use rnwys.
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1.8 S;hwy W	3550	2	26		P-line W.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field W-weather reports avail

F-fuel octane. ➤New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
← Ulysses	P	1,3 NNW;hwy E	3050	3	30-*L-S5	F2	S blkd;p-line SW.Caution when wet.
" Cities Svcg, Hugoton	L	12,2 E;hwy N	3025	2	38		
(PC)Washington	L	0,9 E;hwy S	1290	2	18		
Wellington	L	3,5 N;RR W	1290	1	26	F2	S blkd.
← WICHITA	P	6,2 WSW;RR S	1332	2	h73-BL6-W	F4	Use rnwys.
" Beech	L	6 E;hwy S	1378	3	h51		Factory use only.P-line N.Night landings prohibited.
" Cessna	P	4,5 SE	1384	5	53-S5	F1	Ctc Wichita Tower for tfc instructions h2000' rnwy available.
" Ken-Mar	P	7,6 NE	1410	4	29-*L1-S5-U	F1	P-line N,SW. Use strips.
" Rawdon	P	5,7 E	1396	1	24-*L1-S5	F3	P-line S. Rgt tfc N.W. Use strip.
" Riverside	P	5 NNW;hwy S,W					ABANDONED.
" Westport	L	4,5 SW;RR N	1290	1	26-S5	F1	N blkd.No storage.Cattle on fld.Soft wet.
" Westport Aux.	L	5,9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC)Winfield, Strother	P	5,7 SSW;RR SE	1161	3	h58-B*L4-S5	F3	Use rnwys only.
← Winona, Lowe	L	0,6 NW;RR S	3327	3	26	(F1)	P-line S,SE-NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0,8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Valley Center, Harrison	P	1,5 N	1340	1	18	F2	N blkd;p-line,rolling,ruf.
KENTUCKY							
Ashland-Boyd County	L	7,5 NW;RR S	542	1	h50-L4-U		Lgts on 30 min prior req thru Huntington (rdo.
Bardstown, Nelson County	L	4,1 W;hwy S	630	1	21		Cattle on fld. Caution when wet.
(P)BOWLING GREEN-Warren County	P	2,5 SSE;hwy W	540	2	h40-B*L4-S5-W	F4	Use rnwys.
(P)COVINGTON Greater Cincinnati	P	10,5 SW,riv 25 NE	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. ESE/WNW Strip perm clsd.
Danville, Goodall	P	4,2 S;RR 1 W	1030	1	24-S5	F1	N blkd;p-line ESE.Ctn-trees all apchs
David, Permele	P	0,9 N;RR E	700	1	26		CLOSED.Caution-hills.
Eminence, Gilmer	L	4,5 SW;rd E	790	1	13		SW end rolling.
Falmouth, Pendleton County	L	0,9 SSW,riv E,S	550	1	16		Hill S. Rgt tfc S. Cattle on fld.
Frankfort, Cedar Hill	L	4,4 NE;hwy W					ABANDONED.
Georgetown, Marshall	L	1,5 S;hwy E	910				CLOSED-CONSTRUCTION.
Gilbertsville, Ky. Dam, State Park	P	0,8 NNW;RR E	349	2	h30	F1	NNW/SSE Strip soft when wet. E,W landings use rnwy.
Golden Pond, Ky. Lake	P	4,4 W;lk W	388	1	22		Hills N,S,E. Caution when wet.
Harlan	P	5,3 NE;riv S	1230	1	21-S3	F1	E blkd.Mtns each side of strip.
Harrodsburg, McAfee	L	5,9 N;hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
Hartford	L	0,3 S bet RR,hwy	405	1	24		S 1200' flooded during high water.
(PC)Hazard	L	2,5 NNW;riv N,W	861	1	21		S blkd.Mtn sur fld.
Hodgenville, Evergreen	L	3,9 SW;riv NW	735	1	12		P-line SE. Rolling.
Hopkinsville	L	0,8 E;hwy N	540	1	18		CLOSED-seeded.
" Carnett	L	5,5 SSE;RR 1,8 W	586	1	23		Ctn-woods N,S.
(P)LEXINGTON, Blue Grass	P	6 W;hwy N	978	3	h50-BL4-S5-W	F4	W blkd.
London	P	3SSE;hwy E	1201	1	h40	F2	Use rnwy.
(P)Louisville, Bowman	P	5,5 ESE;RR 2 N	549	3	h43-BL2,4-S5	F4	WSW blkd;p-line S.Rnwy 1-19,14-32 lgtd
(NC) " STANDIFORD	P	4,3 SSE;RR NE,W	497	3	h50-BL4,7-S1-W	F4	2-way rdo rqrd. FEE. (when twr inop.
Madisonville	L	6 ENE;RR S	420	2	h24		CLOSED-NOT MAINTAINED.
" Athey	P	1 NE;hwy's S,W	500	1	24-*L-S5	F1	
Manchester, Sky	L	2,7 SE;hwy NE	850	1	21		CLOSED. Mtns sur fld.
Marion-Jaycee	L	3,5 S;hwy E	709	1	18		P-line E.Rolling,ruf.Cattle on fld.
(PC)Mayfield-Graves Co.	L	3,6 ENE;hwy S	580	1	h33	F3	Caution-cemetery 100' N end rnwy.
Mays Lick, Rees	L	3,5 W;hwy NE	500	1	14		P-line S. Use rnwy. Rolling. Stock on fld.
(PC)Middlesboro	P	1,2 W	1155	1	h36-S5	F2	P-line E.Levee W.Use rnwys.
Milford	L	0,5 SE;riv S,W	500	1	14		Ruf. Hill SSE.
Monterey, Karsner	L	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
Morehead	L	8 WSW;RR N	610	1	20		300' SW end ruf.
(PC)OWENSBORO-Daviess Co	P	3,5 WSW;hwy N	407	2	h42-BL4-S5-W-U	F3	Use rnwys.
(P)PADUCAH, Barkley	P	8,8 W; RR IN	405	4	h40-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2,2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	P	2,1 NNW;RR S	671	1	15-*L4-S3	F1	Caution-mtns sur fld.
Richmond, Port Richmond	L	4,6 E;hwy S	975	2	20		N, S blkd.
Sebree, Major	L	2,1 NE;riv E	390	1	25		S blkd
Shelbyville, Shelby	P	2,9 E;hwy S.	850	2	17-S1	F1	
Somerset-Pulaski Co.	P	2,5 S;hwy W	927	1	30-S5	F1	No storage.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KENTUCKY							
(PC)Sturgis	P	1,5 ESE;hwy W	372	3	h50-L4-S1	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Liberty	L	2 NNW;hwy W	900	1	15		Caution-hills, mtns sur fld.Follow valley on apchs.
← West Point	P	1,3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1,4 WSW;hwy S	760	2	16		Caution-slippery when wet.
LOUISIANA							
Abbeville	L	3 E;hwy S	16	2	20-S3	91	
Alexandria	P	2,4 NW;hwy N	88	1	25-S5	F3	NNE blkd.Soft when wet.
" McArthur Drive	P	2 WSW;hwy E	97	1	26-S3	F1	
(PC)Bastrop, Morehouse Mem'l	P	2,5 SE;RR W	169	2	30-S5	F3	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4,7 SE;RR SW	35	1	41		NW blkd.Cattle on fld.
" East Baton Rouge Parish	P	3,5 E;hwy N	53	aw	31-B*L2-S5-U	F3	Bndry lgts on prior req after 2400.
(P) " Ryan	P	5,5 N;riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2 N;RR E	113	2	32-*L4-S5-U	F3	S blkd;p-line E.
(PC)Bossier City, Shirley	P	5 SE;riv W	167	2	32-S5	F1	No storage.
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0,5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3,6 NW;riv 2,2 E	170	2	22		
Clinton, McCutcheon	L	2,2 NNW;rd SW	200	1	20-(S1)	F1	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	L	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6,5 WSW;RR W	16	2	h43-S3	F2	
DeQuincy	L	1,5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf.Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3 WSW;hwy N	203	4	h45-S1	F2	Use rnwys.
Dixie	L	0,8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Doise	L	1,5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1,2 W;hwy N	45	1	30		
Fenton, Watkins	L	2,5 SSW;hwy W	30	3	19	(F2)	P-lines W,NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3,8 SSE;rd N	5	2	18		ENE,ESE,WNW blkd.
" #2	L	6,5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7,5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC)Hammond	P	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0,9 N;hwy SW	360	1	22		
Hornbeck, Hodges	L	3,2 N	400	2	24		
Hosston, Nichols	P	3,4 NW	230	2	23-S5	F1	No storage, Rolling.
Howard, Kelly	L	1,2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW. Cattle on fld.
" Howell	L	2,5 ENE;rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0,7 SE;RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1,4 NNW;hwy E	25	3	38-B*L4-S5	F3	Rgt tfc strips 17,22,31.
Kaplan, Trahan Airstrip	P	6 W;hwy N	14	1	20	F1	P-lines N,S.
(P)LAFAYETTE	P	2 SE;RR W	41	2	h51-BL4-S5-W	F4	Rnwy lgts on req after 2400.P-line SSW. Use rnwys.
" Bois De Lafayette	L	2,5 S;hwy E	39	3	20		P-lines N,S.
" Girard	P	2 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	P	0,5 ESE;hwy S	8	aw	16-S1	91	NNW,SSW blkd.
" Little Pecan Island	L	20,8 SSW;lk NE	5	1	28		
Lake Charles	L	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	P	0,3 E;riv E	110	1	18-S5	F1	
" Byerley	L	1,8 NW;lk S	106	2	35	(F3)	
Logansport, Averette	L	4,2 NNW;rd E	300	2	20		S blkd;p-line SSE.
Longville	L	0,5 SE;RR W	80	1	27		
(AF)Mansfield, DeSoto Parish	L	4,5 NW;hwy SW	323	3	h51		
Many, Hart	L	1,8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC)Marksville	L	2,2 S;RR E	78	1	27		
Minden	L	1,5 W;hwy S	200	2	23		
" Mun.	L	6 NNW;rd E	240	2	27		
Monroe, Mid-South Duster	L	6,8 S;hwy W	80	1	23		P-line W, Use strip.
(P) " SELMAN	P	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root	L	6 SE;hwy NE	4	1	20		NNW blkd.
Morganza-Pte Coupee	L	0,1 S;RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2 SSW;hwy E	115	2	h41-BL4-S5	F3	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	P	5 NW; hwy NE	28	2	h40-BL4-S5	F3	Use rnwy.
(NG) New Orleans	P	6.5 NNE	8	4	h33-L4-S5-W-U	F4	P-line S, SE.
(PC) " Callender	P	9 SSE; riv E	5	3	h50-BL2,4-S3	F3	Use rnwys.
(P) " MOISANT INT'L	P	11 WNW; riv S	3	4	h70-BL2,4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	P	2 NW; RR S	75	3	h45-BL4-S3	F3	Rnwy lights on to 2400.
(PC) Patterson, Williams Memorial	P	2 WNW; bayou NW	9	3	45-S3	F1	WNW, NNE blkd.
(PC) Pollock	L	4.5 SW	213	3	h45		
→ Quebec, Arneson	P	1 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC) Rayne	L	1 NW; RR S	30	2	18		
" Hains	L	4 SSW; rd E	20	1	26		P-line N.
Rayville	L	1.2 WNW; RR S	83	1	22		P-line S.
" Garland	L	7.6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	155	1	21		P-line N.
(PC) Ruston	P	1 SE; RR N	317	3	h29-BL4-S5	F3	
St. Joseph, Castle	L	2 N; hwy NE	75	1	22		P-line N.
(PC) Shreveport, Greater Shreveport	P	6.5 SW; RR NW	251	4	h64-BL4,5,6-W	F4	Do not use turf.
(P) " -Downtown	P	3.5 N; riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8 S; RR E	170	1	31		S end soft when wet.
" Riverside	P	2.5 ESE; riv E	173	2	23-S3	F1	
Slidell, Morrill	L	1.8 SSE; hwy N	9	1	14		N blkd. Cattle on fld.
" Pravata	L	1.5 NW; hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle - fld.
Tallulah, Scott	P	2.4 ENE; hwy S	84	2	32-*L4-(S3)	F1)	No storage.
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	P	3.5 WNW; hwy S	40	1	16-S1	F2	
Vinton, Breaux	L	1 NNW; RR S	20	1	25		S blkd. Cattle on fld.
Welsh	P	0.5 NW; RR S	26	2	30-BL4-S3	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE; hwy W	256	2	20		
Winnfield, Joyce	L	3 NW; hwy E	156	2	30-(S3)	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution.
Winnsboro	P	1.4 ESE; hwy W	80	2	20-*L4-S1	F1	
Woodworth, Delaney	L	2.7 ESE; hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
MAINE							
Andover	L	2.5 S; hwy E	675	1	17		Use strip.
(PC) AUBURN-LEWISTON	P	4.5 SW; riv I N	292	3	h45-B*L4-S5	F3	Use rnwys.
(P) AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F2	Rnwys 3-21, 12-30 clsd acft over 15,000 lbs. NNE blkd.
(PC) BAR HARBOR	P	9 NW; riv E	84	3	h45-B*L2-S5-U	F3	Beacon operates summer months.
(PC) Belfast	L	1 SW; hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW; riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW; hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE; hwy SE	360	1	23		
Brewer	P	1.6 S	100	2	21-*L-S5	F2	E/W Strip clsd when wet. S 500' N/S Strip ruf.
Brownsville Jct., Prairie	L	4.5 N; rd jct SW	422	1	18		Use at own risk. W blkd. Ruf.
→ Brunswick	L	3.3 W; RR SE	175	1	16-S5	F1	No storage.
Caribou	P	1 NW; hwy E	623	2	h35-S5-W	F3	E blkd. Auto tfc E end E/W rnwy. ARPT OF ENTRY.
(PC) Deblois Flight Strip	L	2 SE; hwy E	217	1	h40		INACTIVE, 6000' strip avail including 1000' overrun.
(PC) Dexter	L	3 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S; riv W	290	1	14		
Eastport	L	1.5 WNW; hwy NE	67	2	h28-S3	F2	No Storage. Unsafe-holes, ruf, highbushes NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5 WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE; hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1 SW; RR, hwy W	470	2	18-*L-S5	F1	NNW blkd.
(PC) Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW; hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC) Greenville	P	2 ENE; pond E	1401	2	h30-S1-U	F3	Unattended winter.
Harrington, Cherryfield	L	2.6 WSW; RR N	80	1	15		INACTIVE. Ruf, rolling. Soft when wet.
(P) HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. WNW/ESE safety strips unusable.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Jackman, Newton	L	0.2 E; riv N	1170	1	22		CLOSED-LEGALLY.
Lewiston, College Road	L	2.2 NNE; riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD. Soft when wet.
Mars Hill	L	0.7 NNW	435	1	20		INACTIVE, NW end ruf. P-line NW.
(P) Millinocket	P	1 SE	408	2	h50-BL4-S1-W	F3	Rnwy 16-34 clsd wheel acft wints. Use
Minot, Maheu	P	3.5 NNW	720	1	21-S5	F1	SSE, NNW blkd. rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MAINE							
Moose River, Sky Lodge	L	1 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W; riv NE,W	270	2	h40		Use rnwys.
Norway	L	1 N; RR S	387	1	15-S1	F2	Soft when wet. Use strip.
(P) Old Town	P	1.8 NNW; hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Peru, Linnell's	L	0.8 NW; RR, riv N	410	1	20		
Phillips, Pleasant Valley	L	2.9 NNW; riv N	670	1	41		Ctn-const 300' WSW end of strip.
" Raymond Farms	L	0.8 S; riv E	556	1	18		WNW end soft when wet.
(PC) Pittsfield	L	0.8 SSE; riv N,S	190	2	h40		SSE blkd. Skis winter.
(P) PORTLAND	P	2W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters. W blkd.
(PC) Princeton	L	1.5 SSE	250	2	h40-S1		Use rnwys. NW blkd.
Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC) ROCKLAND	P	3 SSE	49	3	h45-*L4-S3	F1	Airline Stop Sum Months. ESE, SSE, NNW L.C. Use rnwys.
Rumford	L	2 SSE; riv NW	615	1	18		
(PC) Sanford	P	4.7 SE; hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs	L	2 W; hwy N	20	1	21		Clsd winters, SSE end Soft-wet. Use
Seven Isl., Maine For Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD). rnwys.
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O' Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5	F3	SSE blkd; p-line SW; twrs E, NE.
Thomaston	P	2.8 NE; hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW; hwy E	335	1	20-S1	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	NE, SE, WSW, NW blkd; p-line W, NW.
Van Buren, Levesque	L	1 NW; riv NE	520	1	15		INACTIVE. Ruf, rolling.
(PC) WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S1	F1	WSW blkd. Use rnwy 14-32 with ctn.
Winterport, Fernald	L	3 WNW; RR E	181	2	h40		Ruf. 25' section.
York Beach	L	0.3 S	55	1	19		Use with ctn. ESE blkd. Sides ruf, soft-Ind central
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1.2 NNW; hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf, Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1.3 SE; hwy W	295	1	18		Rgt tfc W. P-line W.
Patten, Camerons	P	5 NW; hwy E		1	10	F2	DANGER-SHORT FLDS end soft.
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
→ Annapolis, Lee	P	4.8 WSW; riv NE	30	1	30-*L-S5	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S3	F3	SE blkd.
(AF) " FRIENDSHIP INT'L	P	9 S; RR W	146	3	h94-BL4&7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG) " Harbor	P	6 SE; riv SW	14	3	h64-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2300-0700. Pools of water on rnwys. N/S NE/SW rnwys perm clsd. Use paved areas.
" Martin	L	10 E; plant W	18	4	h71-*L3		
" Rutherford	P	8 WNW; rd W,N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf. Ruf,
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Chestertown, Gill	L	1.5 NNE; RR W	60	1	14		CLOSED.
" Russell	L	8 WNW; bay W	25	1	32-S1-U	F3	
Church Hill, Kennersley	L	3.2 W; crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	L	1.6 ENE; bay S	10	2	30-S3	F1	NNE, NW blkd. Soft when wet.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21-*L-S5	F1	P-line S. Rolling.
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-*L-S5	F3	Flares on req nat lndgs, etc
College Park	P	0.4 E; RR W	49	2	22→L3,4-S5	F3	NNE, WNW blkd. Washington rdo.
(PC) Crisfield	P	3 NNE; RR SE	4	2	h25-*L4	F1	3500' strip avail. Soft-wet.
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
(PC) CUMBERLAND	P	2.5S; riv N,S	790	3	h58-BL4-S5	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW; riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
(PC) EASTON	P	2.2 N; RR E	66	2	h40-BL2,4-S5-W-U	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
(PC) Frederick	P	1.8 E; riv N,E	304	2	h28-B*L3,4-S5-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs. No storage.
Glenburnie-Whipp	L	1 E; crk S	56	3	27-S5	F3	P-lines N, S, ESE, WNW. Rolling.
(P) HAGERSTOWN	P	4.2 N; factory SE	704	2	h44-B*L2-S5	F3	Ctn-provide proper clearance over US. Hwy 11 when apchg to ld W on E/W rnwy. Rnwy mrkd to show where 40:1 apch clearance line intersects rnwy. Use rnwys
→ Hollywood, Half Pone Point	P	3.5 E; riv E,ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Hyattsville, Queens Chapel	P	1.5 W; twrs NNW	34	2	19-S5	F3	S blkd. Soft when wet. N/S Strip ruf.
Laytonsville, Davis	P	2.3 N; hwy E	640	1	21-S5	F1	
Piney Point	L	0.8 WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	1.6 E; hwy NW	10	1	20		P-line WNW.
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Riverdale, Erco	P	0.4 NE;RR W	42	2	28-*L-S5	F1	h1500' rnwy avail NNE,ESE blkd,Rgt tfc NNE,ESE,Use rnwys.
Rockville, Congressional	P	2 SSE;hwy E	400	2	33-S5	F1	NE blkd. Rolling.
Salisbury, Delmarva	P	2.8 NE;RR SW	45	1	20-*L1-S5-U	F1	
(P) " -WICOMICO COUNTY	P	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Rnwy 13-31 only lgtd.Use rnwys.
Shady Side	L	1.8 SSW;hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway		1.1 SE;hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminister	P	2.6 N;hwy E	780	1	25-S3	F3	Rolling.
Worton, Andelot	L	4 WNW;bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
Adams	L	1.3 SSE;RR W	1400	1	18		
Agawam,Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F3	Hi-tension line SE,p-line E,Ruf.
Barre, Hiller	P	4.7 SSW;riv NW	589	1	40-L4-S1	F3	
Bedford	SEE: Boston-Bedford						
Berkley, Myricks	P	3 E,RR SW	65	2	20-S3	F1	SSW blkd;twr N. Ruf.
Beverly	SEE: Boston, John Mountain						
← Billerica, Shawsheen Pines	L	2.7 E;riv W	110	2			ABANDONED.
Bolton	L	2 W,RR S	380	3	25		INACTIVE,ENE,SSE blkd.
(AF)Boston-Bedford (Hanscom)	P	13.5 NW	135	2	h50-BL4,5,6-S5-W	F4	Rnwy 17-35 perm clsd,2-way rdo rqrd,No
(PC) " John Mountain	L	17.5 NNE	108	3	h50-S5	F3	Ctn-bldgs SE apch. storage.
(NG) " LOGAN	P	1.5 E,harbor S	19	4	h100-BL4,5,6-C5-W	F4	Rgt tfc rnwy 9,optional apch from Squantum,2-way rdo rqrd,FEE .Lndg or taxi lgts rqrd for ground operns ngts.
(PC) " NORWOOD	P	13 SSW;hwy W	50	2	h40-B*L-S5-U	F3	
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	No storage,FEE for lgts,Rgt tfc rnwys
Brockton	L	2.6 S,hwy E	80	1	h18		P-line N. 1,31,33.
(FC)Chatham	P	2 WNW;pond SE	66	1	h25-BL4-S5-U	F3	
← Dalton	L	1.2 ENE;RR S					ABANDONED.
← Dracut, Richardson	P	1.5 NW	115	1	22		CLOSED,P-line NNE.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Easton, Ames	P	3.2 NE;RR,hwy W	120	2	26-*L4-S5-U	F1	SSE blkd. No storage.
Edgartown	P	2 S;bay E	20	4	33-*L4-S1	F3	P-lines NNE, ESE.
Fall River	P	4.3 NNE;RR N,W	192	2	h39-BL4-S5	F3	
Falmouth		2.2 NE,rd E,SE					(ABANDONED)
" Coonamessett Ranch	P	6.4 NNE	100	3	29-*L4-S3	F1	Under IFR operns subject to approval of Otis AFB Twr.
FITCHBURG	P	2.5 SE,riv S,SW	348	2	h45-BL4-S5-U	F3	SE,S,NW blkd.
(PC)Gardner	L	2 SW;hwy N	946	2	22-S5	F1	P-line SSW.
Grafton		1.9 NW					(ABANDONED)
← Great Barrington	P	2 W	726	3	27-S5	F3	ENE blkd;p-line SW.
Hanover, Clark	P	2.6 WSW;riv S	74	3	h23-S5	F1	NE, NNE blkd.
Haverhill, Walker-Dutton	P	2 NNE;RR W	125	2	17-S3	F1	P-line NW ,Ruf.
(PC)HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L34-S5-U	F3	
(PC)LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U	F3	No storage,Use rnwys.
Leicester	P	2 N	1140	2	h20-*L1-S3	F1	Ruf.
Mansfield	P	2 SSE;RR NE	124	3	25-S5	F1	P-line NNE,Soft in bare spots.
Marlboro	P	2.4 E;hwy N	280	2	17-S3	F1	No storage.
Marshfield	P	1.8 E;riv SE	9	1	23	F1	
Marstons Mills, Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling,Atndwk-ends.
(P)NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL3,4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC)NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5	F4	
Newbury, Plum Island	L	1 ESE;riv N	11	2	28		W blkd;p-line NW.
(PC)North Adams, Harriman	P	3 W;riv N	651	1	h28-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F3	P-line ESE ,Ruf.
Northampton, Atwood	P	1.2 SSE;riv S	116	2	22-*L1-S5	F2	E blkd;mtn SSE. Rgt tfc N.
" LaFleur	P	1.2 ENE;RR W	120	2	23-S2	F2	
Norwood	SEE: Boston, Norwood Arpt.						
Oak Bluffs	P	1 SSW	40	2	22-S3	F1	P-line SW,W NW,Rolling.
(PC)ORANGE	P	1.5 SE;hwy SE	555	3	h50-*L1		

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MASSACHUSETTS							
Palmer, Metropolitan	P	4.8 NRR E,SE	410	3	22-*L1-S5	F3	Hill NNW. Rolling.
(PC)PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-W	F3	
(PC)Plymouth	P	4.7 SW;hwy N	149	3	24-S3	F1	Use strips only.
(PC)Provincetown	P	2.3 WNW	8	1	h35-*L4-S1-U	F2	FEE for lgts,Clsd acft over 30,000 lbs.
Revere	SEE: Boston, Revere Arpt.						Ramp parking avail 1 mil acft at a time.
← Seekonk, Providence		2.5 SSE					ABANDONED.
Southbridge	P	1.7 N;hwy E	700	2	26-*L1-S5	F1	
Springfield	L	2 NNE;riv N	213	2	24		INACTIVE, P-line NE.
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No sto. P-line SE.
Taunton, King	P	4 ESE;riv N	25	2	25-S5	F1	P-line NNE, Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S3	F2	Hvy tfc SSW apch. NNE end ruf. No storage.
(PC)TURNER FALLS	P	1.8 ESE;riv NW	365	3	31-*L1-S1	F3	SSW blkd.
(PC)VINEYARD HAVEN. Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Wareham, Country Club	L	1.3 E;riv S	25	1	18		INACTIVE.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	L	1.9 SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG)WESTFIELD, Barnes	P	3 NNE;hwy W	270	3	h70-BL4-S5	F4	
Williamstown, Fair View Farm	P	4 SW;hwy E	954	1	16-(S1)	(F1)	
(P)WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5,6-S3	F4	18" drainage berms ends all rnwys xcpt NW end rnwy 15-33.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Spencer	L	3.5 NNE	1040	1	17		Ruf.
(PC)Martha's Vineyard	P	4.3 S;hwy E	68	3	h40-B*L4-S5-U	F3	Antenna pole SE.
MICHIGAN							
Ada, Somerville	L	1 S;riv SW	660	1	26		W blkd;p-line E. Rolling.
(PC)Adrian-City	P	3 SW,RR N	800	2	34-*L4-S5-U	F3	WNW blkd,Use strips.
Allegan	L	1.9 E,RR S	701	3	21		E,SE blkd. P-line NW. Ruf.
(PC)Alma	P	1.3 NE,riv S,E	750	2	h25-B-S1-U	F2	3050' F/W Strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7 NNW;hwy E	860	2	22-*L4-S5-U	F1	
(PC)Alpena, Collins	P	6.5 W;riv adj	669	3	h80-S5	F1	
" Scheidler		6.3 N;lk E					(ABANDONED)
Ann Arbor	P	4 S,RR E	835	3	32-B*L2-S5	F2	Soft when wet.
← " Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S,E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips,Ruf.
Au Gres	L	0.9 NNW;RR S	590	2	20		NW blkd. P-lines NE,SE,SW. Soft-wet. Use strips.
Bad Axe, Huron County Mem'l	L	1.2 SSE;RR W	763	3	25-S1	F1	strips,
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N,S,W blkd,Ruf,Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE
(NG)BATTLE CREEK, Kellogg	P	3 W;RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC)Bay City, Clements	P	3.5 S;riv W	599	3	h26-S1	F3	3600' N/S Strip avail, 100 oct, on req, xcpt
Beaverton	L	0.8 SW;RR W	728	2	16		Wed & Sun. Use rnwy.
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
(PC)Bellaire, Antrim County	L	1 NE;RR W,S	614	3	26	F1	NW,SE blkd;p-line E,Ctn-sand blows N end.
(PC)Benton Harbor, Ross	P	1.5 NNE;hwy S	630	4	h37-BL4-S5-U	F3	Twr, wires E. Embank all apchs. Use
Big Beaver	P	0.8 E;hwy W	650	2	24-S5	F1	Ditch SW,N blkd,Use strip. rnwys.
Big Rapids	P	1.5 NW;RR E	928	2	36-L2-S5	F1	Lgts avail dusk to 2400.
← Birmingham, Berz	P	1.5 E;hwy E	730	3	h32-S1	F3	N,NE,S blkd,FEE.
Blaney Park	P	0.5 NW;lk N	850	aw	22	F1	P-line E. Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E, W blkd.
Boyne City	L	1 SE;RR NE	685	2	22-(S1)	(F1)	Twr SW,Use strips,Strips plowed-winters
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	L	1 NW;hwy S	620	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	P	3 N;hwy E,W	1020	1	19		CLOSED,Rolling.
Brooklyn-Memorial	L	4.9 SE;lk S	1005	2	20		INACTIVE. P-line NE. Use strips.
← Bruce Crossing	P	1 SSW;hwy E	1165	2	23	F2	P-line E. Soft-wet.
(P)Cadillac	P	2.5 NW;hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW;riv SE	700	4	23-S1	F1	S,SE,NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines,ant sur fld. Use strips.
Charlotte, Beach	P	1.8 ENE,RR NW	880	2	24-*L-S5	F1	P-lines NW. Use strips.

F-fuel octane.← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Cheboygan	P	0.5 ENE;riv W	590	2	25		S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-S1	F1	W blkd;p-line E,S.
Clare	P	1 NE;riv SW	840	4	26-S3	F3	P-lines S,W,SE. Use strips.
Clio, West's	P	4 SW	690	3	19-S1	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-*L4-S5	F2	
" Legg	L	1.2 NW;hwy S	982	2	24		E/W strip ruf.
Comstock Park, Grand River	L	0.3 SE;RR W	625	1	20		NE blkd;hill SW. Rgt tfc NE take-off. Soft when wet. Use strip.
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
(PC)Crystal Falls, Haight	L	1.3 ENE;lk F	1390	3	30-(S1)	(F1)	P-lines SW, WSW.
Davison, Seely's	L	4 WSW;RR1 N	780	1	18		Ruf, rolling.
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
← Detroit, Burns	P	8.5 WSW;RR N					ABANDONED
" -City	P	5.5 NE	626	4	h46-BL2,3-S5-W	F4	ENE,NNE,SSW blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " -Wayne Major	P	16.9 WSW City Hall	639	6	h79-BL3,4,6-S5-W	F4	2-way rdo rqrd. P-line NW ARPT OF ENTRY.
← " Hance	P	12.3 SSE					ABANDONED.
(P) " WILLOW RUN	P	22 WSW;riv I S	716	6	h73-BL2,3,4&7-S5-W	F4	FEE,2-way rdo rqrd.
Douglas, Saugatuck, Douglas	P	1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31-S5	F3	S,SW blkd. P-line NE.
Drummond-Island	L	0.5 S;bay I N	630	2	25-(S1)	(F1)	ENE blkd, Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd, P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N;RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E,W blkd.
East Tawas, Iosco County	L	1 N;lk N	597	2	26-(S1)	(F1)	S,W blkd;twr S.
Eaton Rapids, Miller	P	1 ENE;riv W	908	2	26-S3	F1	P-line S. 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip. Use strips.
Empire	L	3.2 SE;hwy 1 N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2	24		P-line SW.
Farmington, Krist-Port	P	3.8 N;rds E, N	860	4	27-S5	F1	NE,E,SE,S,SW,W blkd.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE.E,S,W blkd. Ctn-loose sand.
← Flat Rock, Nan-Bar	P	1 ENE;RR N	596	2	26-S5-U	F2	P-line E,NE.Rgt tfc W,S W,Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4-S5-W	F3	P-line NW, NW/SE Strip clsd winters.
← Flushing, Dalton's	P	2.2 E;riv SW	735	2	26-S5	F1	N blkd.
Fostoria, Forrest	L	3.4 S;riv 1 SE	830	1	22		P-lines S. Ruf, rolling.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE.ESE.SSW.WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy	P	1 SE;RR W	616	3	24-S5	F1	Portions of each strip paved.P-line NE.
" McKinley	P	1.3 NW;rd E	620	4	29-S1	F1	N,SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
Fremont, City of Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club		1.8 WSW;lk S					(ABANDONED)
Gaylord, Otsego County	P	1 SW;RR E	1384	4	50-*L4-U		E,SE,W,NW blkd;p-line NE.3300' N/S Strip usable ngts. Skis-winters.
(P)Gladwin	P	1 SSE;riv W	780	2	35-BL2-S3-W	F2	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-B*L4-S5	F1	No storage. P-line NW. Use rnwy, strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-BL2&5-S5-W	F3	NE,E,SE,SW,W,N(Rnwy 18R),S(Rnwy 36L)blkd;Ant. NW.
Grant	L	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B-S1	F2	
(PC) " Masons	L	11.5 ESE;hwy S	1000	3	39		N,NE,S blkd;hill NW.
Greenville	P	2.5 S;RR 1 E	855	2	24-(S1)	(F1)	Use strips.
Gregory, Richmond	P	1.7 SE	920	2	23-S1	F1	S blkd.
Gulliver	P	1.4 S;lk W	626	aw	18-(S3)		S,W blkd. P-line N. No sto. Soft-wet.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E,W blkd.Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-*L4-S5	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts. Maj. eng rpr only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE. E,S,W,SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
Hart-Shelby	L	4.2 SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford		1 NNW;RR SW					(ABANDONED)
Hastings	P	3.2 WNW;RR SW	813	4	34-S3	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	620	2	28		strips.
Hillman	L	2.4 NW	995	2	23		S blkd;woods NW 300' overrun ext N.Use
Hillsdale	P	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW;bay 1 S	612	3	27-*L3,4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-B*L4-S5)-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No sto.
← " -Sands	P	2 ESE;RR SW	605	2	50-S1	F3	Rgt tfc W. Rolling. Use strips.
Houghton Hgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE.Twr N;pole,antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River, Campbell	L	0.8SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E,W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-B*L4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W;dam SW	1147	3	h38-B*L-S5-W	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W	F3	Unlgtd hill S.
← Ishpeming-Dexter	L	7 W;RR N					ABANDONED
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	P-line S. Use rnwys. Rnwy 9-27 rstd 12,000 lbs gross wt.
Jonesville	P	2.5 WSW;lk S	1070	3	24-S3	F1	E,S,SW blkd. Ant. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N,E,W blkd.Ruf.
Lake City, Homes Acres	L	2 ESE;RR S	1290	2	26		P-line W.
Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW. Ctn-oil derricks.
← L'Anse, Muzzy's Lodge	P	2.3 SSE;RR E	966	3	23-S1	F2	P-line NE,SE.Soft spots.Skis-winters.
Lansing, Aero Manor	P	2.5 SW;riv NW	858	2	27-S1	F1	NE,NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW;RR S	858	3	h50-BL3,4,6-S5-W	F4	NE blkd.Rnwy 14-32 rstd DC 3 acft and
(PC)Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips. Soft-wet.Smaller
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd;p-line W. Soft when wet,
Lawrence, Boothby	L	1 E;hwy S	695	2	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	980	2	22	(F1)	NW blkd;p-lines S,SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm	P	2 N	1010	2	23-S1	F1	N,S blkd. Ruf. Soft when wet.
Loretto, Norway Township	L	2.4 S;RR 1.5 N	860	2	21		Use strips, NNW end soft.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE;twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	P	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
← Mackinaw City	L	4.1 S;RR W					ABANDONED
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S,W blkd;p-line SE. Ctn-boulders N, W bndry.
(PC) " Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd. Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE,SE,NW blkd. Ruf.
Marion, Hi Point	L	3.5 W;riv SE	1100	3	18		NE,ESE,WNW blkd.S end N/S strip soft.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips.
Marquette-County	P	8.0 W;hwy S,	1415	2	27-S5	91	Not maintd.Skis-winters.
(PC) " SAWYER	P	14 S;RR W	1181	3	h41-BL4-S3	F3	Use NE/SW strip emerg only. Use rnwys
Marshall, Brooks	P	1.5 S;hwy W	950	3	28-BL2-S5	F1	W blkd. P-line SW. No storage,
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW;RR E	616	3	h41-BL4-S1-W	F3	Trees E,SE.Unlgtd antenna S.No sto., fuel
(PC)Midland, Barstow	P	3.7 NW;hwy S	628	3	32-S2	F1	P-line N. Sunday.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F2	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-B-S5-U	F1	
" Navarre	L	2.8 NE;RR W	580	2	30-S1	F1	S,NE blkd;p-line N.
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-B*L4-(S5)-U	F2	SW blkd, P-line W
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	5.5 S;lk N	628	4	h59-B*L2,6-S4-W	F4	ENE blkd;p-line E. No storage. Lgts on req after 2400.
" Northside	P	5.4 NNE	650	3	32-S3	F1	N,S,SSW,NNW blkd. Ruf.
Napoleon, Maule	P	0.8NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W. Use strips.
Newaygo	L	0.8SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE,SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2 S;lk SE	590	2	29-*L1-S1	F1	SE,SW blkd.
(PC)Niles, Tyler Memorial	M	1.5 NE;RR NW	743	2	h33-*L4-S5-U	F3	P-lines SW.
Northport, Woolsey	P	3 NE;bay E	700	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	770	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED. NNW blkd. Fisk.
← Owosso-City	P	2 E;riv S	740	3	h30-B*L4-S5-U	F1	Use only ESE/WNW rnwy;Ind on strips own
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-BL2-S5-W	F3	500'E end E/W rnwy clsd-unmrkd 6-8" holes, also clsd ngts. P-lines N,NE. Use rnwy, strips.
Petersburg, Ensign	L	1.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate		1.2 SE;crk SW					(ABANDONED).
Pinconning Sportsmen's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd.Ctn-Oil drilling NW,E end NE/SW

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		MICHIGAN					
Plainwell, McKay	L	1.5 W;riv N	741	3	26		INACTIVE. N,S blkd. Ctn-ruf.
" Otsego-Plainwell	L	1.5 N;riv NW.	727	2	26		INACTIVE. E,SSW blkd.
Plymouth, Mettetal	P	1.5 SSE;RR E	700	4	25-S5	F3	NW blkd;p-line NE,W.
" Triangle	P	1.5 ESE;lk N	700	3	20	F1	NE,SE blkd;p-line E,SW.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
Pontiac	P	6.4 WNW,RR NE	974	4	h25-BL23-S5-U	F4	UNICOM opers 0700-2200;other hrs on req. 3000'strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE,SSW,SW,W,NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N,E	585	3	27-S5	F1	NE,SSE,SW blkd;hill N Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW;hwy S	649	3	h39-S5	F3	
Prudenville, Roscommon Co.	P	4.5 N;riv N	1150	3	25-S1	F1	N,SW blkd. Use strips.
Quinnesec, Northland	P	1.8 ESE;RR N					(ABANDONED).
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rexton	L	1.9 WSW;RR N	900	2	22		N,E,W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	L	0.7 SSE;lk 1 E	658	2	26-L2-(S1)	(F1)	
Romeo	P	2 E;lk E	730	2	25	F1	P-line N. Soft when wet.
" Kuntsman	P	4.9 SE;dam NE	680	2	26		INACTIVE.N,S blkd.Soft-wet.
Roscommon	P	2.5 SE;RR NE	1100	2	42		E,W blkd.
Saginaw	P	4.5 E;RRS,N	601	3	33-*L2-S1	F3	E,NW blkd;p-line SE. Use strips.
" Barry	P	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S5-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N,ESE blkd. Ruf. Ctn-hole at strips intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S5	F3	W 2250' ENE/WSW strip avail ngts.
(PC)St. James, Beaver Island	L	4.2 SSW	620	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	P	1.9 SSW;hwy NW	820	2	19-*L	F1	E/W rolling, ruf. Soft when wet.
Sandusky, Williams	L	5.5 S;hwy E	780	1	16		
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L2-S3-W	F3	ARPT OF ENTRY. Use strips.
(AF) " -KINROSS		Airport now Army Installation					
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
Sebewaing	P	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Skv Camp	P	0.2 NE;lk NE	950	2	22-(S5)	F1	NW,SW,SE blkd. Rprs wk-ends only
(PC)South Haven	P	4 S;RR W	663	4	34-B-S1	F1	h24' rnwy avail,Use rnwy-wet,NE blkd
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW,W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE,WSW blkd. Ruf.
Sturgis, Kirsch	P	1 NW;RR E	924	3	h26-L	F3	P-lines E,S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE.SE blkd;p-lines S,SW.
← Tecumseh	P	1.8 NNE,RR W	815	2	h26	F3	W blkd. Use rnwy,strip.
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE,SE,SW blkd;p-line NW.
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	29-BL4-S5	F1	W blkd;p-lines N,S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E,S,W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-(S3)-W	F3	P-line S.
Utica, Wings	P	2.8 SSW;RR 1 E					ABANDONED.
Vassar, Welsh	P	4.3 ESE;RR 1.5N	710	2	21-S5	F1	NE,SE,NW blkd.
Warren	P	1.6 WNW	625	2	23-S5	F1	N,W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW,SW.
Watervliet	L	1 NE;lk NW	655				CLOSED
Wayland	L	1.5 N;hwy W	740	2	20		P-line W.Soft when wet.
Wayne, Hartsell	L	3.5 NW;RR E	675	2	18-S1		Use strips.
Wellston, Manapine	L	2.5 NE;riv N	800	1	23		E blkd;p-line S.
West Branch	L	0.7 ENE	960	2	18		P-lines SE,NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd.E/W Strip rolling,ruf.Use strips.
" Ogemaw		6 SE;RR W					ABANDONED.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE.p-line SW
Wildwood, Pet-O-Se-Ga	L	1.8 NW;lk NW	620	1	22		Ruf, erosion.
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd;p-line N.
Yale	P	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
← Ypsilanti, McEnnan	P	2.7 SSW;riv 1 NE	738	4	23-*L4	F1	E blkd;p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	597	1	19-*L4		P-line S.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		end N/S Strip.Knoll N,NE
← Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N
← Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft-wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		MINNESOTA					
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7 ENE;riv W	1204	1	24		Use strip.
(PC) Albert Lea	P	2.3 N;hwy E	1244	2	h25-*L-S5	F1	3800' strip avail.
(P)ALEXANDRIA	P	2 SW;lk NW	1425	4	h57-BL4-S3-W	F4	P-line NE.No sto.
Anoka	P	1.2 SE;riv I SW	896	3	28-B-S5	F3	Ruf. Use N/S Strip. Rgt tfc S,W,SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S,SE,SW blkd.
AUSTIN	P	1.7 E	1237	2	h38-BL4-S5-U	F2	NE,SW Strip soft.
Backus	P	0.6 NE;hwy E	1335	1	26	F1	S,SE blkd.
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	P	3.8 NW;hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	P	9.4 NNE;hwy SE	1350	2	21	F1	NE,NW blkd. Use strips.
Big Falls	L	2.5 NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N;lk E	1346	1	25		
Blooming Prairie		1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	L	3 S;RR E	1102	3	23		
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-BL4-S5-W	F3	
Cleveland, Lake Jefferson	P	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Coleraine	L	0.8 SSE;lk adj.	1406	1	22		CLOSED.Rolling.
Cook	L	2 S;RR 1 E	1330	2	22		
Crookston	P	4.8 N;hwy E	896	3	30-(S1)	(F1)	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip.Use strips.
(PC)Dodge Center	L	1.2 SE;RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5 NNW;hwy 1 S	1430	3	h90-BL46-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	L	1.2 E;lk NW	1425	2	24		P-line SW,NW. Use ctn.
Erskine	L	2 ENE;lk S	1150	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	P	3.5 SE;lk E	1385	4	h32-B-S5-U	F3	Use rnwys.
(PC)Fairmont	P	2 E;hwy N	1161	2	30-*L-S5	F3	
(PC)Faribault	P	3 NW;lk I W	1052	2	h21-S5	F1	3275'strip avail.Use strips,rnwy only.
(PC)FERGUS FALLS	P	4.3 W;riv E	1185	3	h40-BL4-S5	F3	
Fosston	L	1.5 NW;RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
Grand Marais-Devil Track	P	5.5 NNW;lk S	1658	1	26		Attended summers.
(PC)Grand Rapids	P	2 SSE;riv NE	1302	3	32-*L4-S5-U	F3	
(PC) " Otis Lodge	P	7.5 SW;lk SW	1350	4	30-*L-S1-U	F1	
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2 NNE;riv W	800	2	20	(F3)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL23-S5-U	F3	
(PC)International Falls	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	P	2 N	1445	2	23-*L-S5	F1	
Lake Bronson	P	0.5 NE	960	3	26-S1	F1	P-lines S,W,NW.
LeSueur	L	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	L	1.8 ESE;hwy W	1118	2	30	F1	Ruf.
Littlefork	L	1.8 WNW;riv E	1145	2	23		N/S Strip ruf.
(PC)Madison	P	1 S;hwy W	1086	3	30-B-S5	F1	P-lines NW,W.Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W;RR S,E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N;hwy W	1227	2	23		Use strips.
Minneapolis, Flying Cloud	P	13.8 SW;hwy S	909	2	h25-BL4-S5-U	F3	Use strip,rnwy.
(P) " -Crystal	P	9 NNW;RR W	869	4	h25-BL4-S5-U	F3	
AF,N) " -ST. PAUL INTN'L (Wold Chamberlain)	P	6.5 SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. N/S rnwy clsd.
" University of Minnesota		11.5 NNE;hwy W					(ABANDONED)
" Victory		9 N;riv E					ABANDONED.
Montevideo	L	2.2 NNE;hwy W	1036	2	25	(F1)	Use strips.
(PC)Monticello	P	1.3 NNE;riv SSW	940	2	36-S5	F1	No storage.S blkd.Use strips.
Moose Lake	L	3.3 SW;lk W	1075	1	25	(F1)	
Mora	L	1.2 NE;lk N	1012	2	25		NW/SE Strip ruf.P-line SE.
(PC)Morris	L	3 SW	1134	4	31-S1	F1	P-lines N,NE. Use strips.
(PC)New Ulm	P	1.8 W;hwy N	1005	2	31-S5	F1	
Nisswa, Heywood Gull Lake	P	1.7 SSW;lk SW	1231	1	32-*L-S1	F3	N blkd. Use strip.
Northome	L	2 NE;lk S	1427	2	20		
Onamia, Bay View	P	5 NE					ABANDONED.
Ortonville	L	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	P	2.8 NE;riv W	800	2	20	F1	Use strips.
(PC)OWATONNA	P	2.9 NW;hwy S	1147	2	h35-BL4-S5-U	F2	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	P	1.7 SSW;RR E	1440	3	30-*L-S5	F1	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW;hwy NW	1370	2	21		Rolling.
Pine River	L	1 WNW;RR NE	1313	2	20	(F1)	
Pipestone	P	1 SE;RR E,W	1736	2	h31-BL4-S5	F2	
Plummer	P	3.5 SSE;RR E	1120	1	22-S1	F1	
Red Lake Falls	L	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	L	1.8 NE;riv 1.5 NE	1022	2	22-S1-W	F2	22-B-S1-W
(P)ROCHESTER	P	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F3	Code bcn. P-lines N,E,NE.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
Roseau	P	1.6 NW;riv E	1040	3	35		P-lines N,W.Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S1	F1	P-lines N, W.
(PC)ST. CLOUD, Whitney Mem'l	P	1.5 NNW;riv N	1039	3	h40-BL2-S5-W-U	F3	
(NG)St. Paul, Holman	P	1.5 SE;riv N,E	703	4	h55-B1,2,3,4-S5	F3	P-line NE.
" Lake Elmo	P	10.2 ENE;lk W	925	2	h23-*L4-S1	F1	
St. Peter	L	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE;riv W	1253	2	20-S1	F1	
Sherburn	P	2 WNW;hwy S	1300	1	21-S1	F1	P-line ESE. Rolling.
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	P	1.8 S;riv I NE	819	1	h35-BL3,4-S5	F3	
Springfield	P	0.9 SW;hwy N	1073	2	22-S1	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
(PC)Stanton, Carleton	P	0.7 NE;RR W	920	3	30-*L4-S1-U	F3	P-line NW,SE. Use strips.
Staples	L	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	P	3.6 S;riv W	1115	2	h37-BL4	F2	Ctn-strip graded, seeded.
Tofte, Gervais	L	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Triumph, Tri-Mont	L	0.9 S;RR E,W	1250	2	24	F1	NE,SE, NW blkd. Use strips.
Twin Valley	P	1 W	1050	1	26-S3	F1	NNE blkd. No sto. Rolling.
Tyler	L	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
Virginia		2 WSW					(ABANDONED)
Wadena	P	1 E;RR NW	1350	4	32-(S1)	(F1)	P-lines SE,S,NW; rolling
Walnut Grove	P	0.5 SW	1240	1	22-B*L4-S5	F1	P-line N.
Warren	P	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
Wheaton	L	3 SW;crk N	1022	2	20		Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F3	
(PC) WINONA	P	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	P	1.6 N;lk 1.5 SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	L	1 NE	830	1	22		
Red Wing	P	2.5 NE;hwy N	770	2	21-S5	F1	P-line N.Ruf.Rolling. No Storage. Maj eng rprs only.
White Bear Lake-Benson	P	2.5 N	950	1	20-*L-U	F1	Use strips.
Walker	L	5 NW;lk E	1364	1	26		
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
Minneapolis, Anoka Co.	P	12.5 NNE;hwy E	908	3	h37-BL4	F3	Ctn-newly seeded. Use rnwy.
St. James	L	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	L	1.2 NW;hwys,riv N	1215	1	34	(F1)	Gravel pit NW end.
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW;hwy E	239	3	30-(S1)	(F1)	AF contr flying. Student trng 0800-1700 Mon-Sat. W. NW blkd:o-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)	(F1)	Soft-wet.E/W Strip ruf.Cattle-fld.
Belzoni, Turner	L	2 SW;hwy E	110	1	36	(F1)	SSW blkd, Soft when wet.
Beulah, Dossett	L	0.5 SE;hwy W	160	1	15-(S1)	(F1)	Soft when wet. Ruf.
Biloxi, Rogers	P	4 NNE	46	1	27	F1	Rgt tfc N.
Brookhaven, Ulmer	L	1.5 NNE;RR W	500	1	26		INACTIVE. NNE blkd. Soft when wet.
Canton, Lutz	L	1.3 NNW;RR E	260	1	24		E blkd. Rolling. Cattle on fld.
(PC)Charleston, Paynes	L	7 SSW;rd 1 E	158	3	22		Cattle on fld. Ruf.
(PC)CLARKSDALE, Fletcher	P	8NNE;hwy E	175	2	h40-BL4-S5	F3	NW/SE Strip clsd.
Cleveland, Bolivar County	P	2 NW;hwy S	140	2	26-S5	F1	S blkd. P-line W Sides of strips soft-wet.
Columbia	L	3 NNE;rd W	110	2	23		(INACTIVE-DANGEROUS).
Corinth, 7, MEM-TPA	P	5 WSW;hwy N	418	2	39-BL2		
Crosby		2.5 W;rd N					(ABANDONED)
" Municipal	P	1.2 NNE	315	1	31-BL4-S1	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S;hwy F	300	1	26-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	P	3.4 ESE	106	1	24	(F1)	SE blkd.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5 ESE;RR S	118	3	h40-BL4	F3	Student tfc 0800-1700 Mon-Fri. 2-way rdo rqrd for civil acft during AF operns. Rgt tfc rnwys 4,31,36. Use rnwys
" Abide	L	3 NNE	118	1	23-S5	F1	No Storage. Soft-wet.
" Cypress	P	2.4 SSW;hwy W	120	1	28-S3	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	P	4.3 E;hwy S	118	1	41-S5	F1	S blkd. Soft-wet. Ruf.
(P)GREENWOOD MUNICIPAL	P	2.3 SW;RR E	129	3	h40-BL4-S5-W	F3	P-lines E, SSE. Use rnwys.
(P) " Arpt	P	5.5 ESE;hwy 1 S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N;RR S	207	3	h51-S5	F3	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h70-BL3,4-S5	F3	Use rnwys.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-*L4-S5-W	F3	
" Glendale	L	5 NNW;hwy E	200	2	26		E blkd.
Hazlehurst-Copiah County	L	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft. Use rnwys.
" North Jackson		6 NE					(ABANDONED).
Kosciusko	L	1 WSW;RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW;hwy SE	235	3	h50-B*L4-S5	F3	
Leland, Checker	P	3.6 SSW;hwy E	118	1	16-S3	F1	P-line N. No svcg Sun.
" Lakeview	P	1.5 SE;lk E	120	1	16-S3	F1	N blkd. Ruf.
" Tate	L	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	P	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20	(F1)	P-line S. Cattle on fld.
(P)McComb-Pike County, 8C. MSY-STL	P	1.3 NW	460	1	23-BL4-S5-W	F3	Rgt tfc SW.
(NG)MERIDIAN, Key	P	3 SW;RR N,E	297	4	h70-BL,6-S5-W	F3	
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
Merigold	P	0.8 N;hwy W	142	1	16-S5	F1	No storage. Soft when wet.
Natchez, Air Park	P	2.5 NNE;riv W	251	1	30-*L-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-W-U	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		Brush SE bndry. Ruf. Soft-wet. Use strips.
Nitta Yuma, Davis	P	0.5 SSE;RR W	115	2	19-S3	91	W blkd, Low spots.
(PC)Oxford	L	8 S;hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4-S5	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S. Cattle-fld.
Pontotoc, Spook		2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough	L	0.4 WSW;hwy E	128	1	22		Caution cattle on fld.
(PC)Raymond, Williams	P	3.5 NNE;RR SE	244	3	h40-BL4		N blkd.
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba	L	0.5 NE;RR W	250	1	23		P-line S. Ruf. Soft. Rolling. Cattle-fld.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
Starkville, Oktibbeha	P	3 ENE;hwy E	250	3	30-S5	F1	W blkd.
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		Soft when wet.
(PC)TUPELO	P	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Use rnwys.
Tutwiler, Strange	L	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
Union	L	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S1-W	F4	P-lines SE, SW, NW. Strips ruf.
(PC)Walls, Sanders	P	1.8 S;hwy NW	210	3	46-S5	F3	Use N/S strip only. House SW.
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	P	0.5 W;hwy W	122	2	24-S5	F1	NNE/SSW short. E blkd. Soft when wet.
(PC)Yazoo City, Barrier	P	2 N;RR E	110	2	32-BL4-S3	F3	No storage.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Columbus, Waterworks AF Aux		4 NE					(ABANDONED).
(AF)Starkville	L	2.5 SW;RR NW	325	1			(CLOSED-CONSTRUCTION)
Bay St. Louis-Hancock Co.	L	2 W;hwy S	10	1	22		Ctn when wet. Use at own risk.
Benoit, Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	P	3.2 SE;hwy W	186	1	h40-BL4	F1	
Lyman, Woodome	L	3.5 W,NW	40	1	20		

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Bismarck-Memorial	P	1 SE;RR N	1038	1	24-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1W;hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet Use strips.
Boonville	L	1.5 NNW;hwy E	590	2	22-(S1)	(F1)	E blkd;p-lines W,SW. Use strips. Unusable when wet.
← Bowling Green	P	2.3 NNW;hwy E	882	2	22	F1	S blkd,Use strips.
(PC)Branson-Memorial	L	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	L	2 WSW;RR 1 N	800	2	26		N blkd;p-line E. Use strips. Ctn-wet.
Brunswick, Elliott	L	4.3 NE;hwy W	700	1	12		Use strip.
Butler	L	2 N;RR W	870	1	26-(S1)-W		Use center of strip. Ctn-ditches Ruf.
(PC)Cabool-Memorial	L	0.8 NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf,erosion,ditches,golf course.
Cameron	P	2 E;RR NW	1050	2	21-S5	F1	P-line N. Use strips.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5 SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S;hwy E	1083	2	h20-BL4-S5	F1	P-line S. Use rnwy. strip.
Caruthersville-Memorial	L	1.4 SW;RR N	270	2	24-(S5)	(F3)	TV aerials NE. Use strips.
Charleston, Carr's		1 ESE;hwys N					(ABANDONED).
Chillicothe	P	3 ESE;RR N	780	3	h25-BL2-S5	F3	4000' strip avail. P-line SW. Use rnwy strips.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h37-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Use rnwys.
DeSoto, Cole	L	8 S;lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4 SSE;hwy N	315	2	h45-BL4-S5	F1	Rgt tfc to N,NE. Use rnwys.
Eldon-Model	P	0.9 NE;RR S	910	2	22-S1-U	F1	SSW blkd;p-line E,ant W. Use strips.
Elmo	L	0.4 S;RR W	950	1	21-(S1)	(F1)	NNW blkd,Cattle-fld,Use strips.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N,ESE. P-line E,N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	17-(S1)	(F1)	Use strips.
Fulton	L	3 WSW	875	2	27		P-line N,NE. Use strips.
Gainesville-Memorial	P	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	SSW blkd,Ruf,weeds,Use strips.
(PC)Gideon	L	1 SE;rd N	268	2	h45		P-line N. Use rnwys.
← Gorin, Wiley's	P	3 WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE;lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
← Hannibal	P	4.3 W NW	735	3	26-BL-S3	F2	Use strips
Harrisonville, Mid West	L	3.4 S;hwy W	900	1	18	(F1)	Use strip. when wet
Hornersville	L	2 W;RR SE	270	2	h20		P-line N. 3500' N/S Strip avail. Use rnwys
(PC)Houston-Memorial	M	0.8 NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels.
(PC)Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5 ESE;lk SE	825	2	24-S5	F1	NE/SW strip soft-wet. N/S strip ruf.
(PC)Jefferson City-Memorial	P	1.3 NNE;riv SW	546	3	h36-BL4	F3	4000' strip avail. P-line S.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h42-BL23-S5-W	F4	Use rnwys.
← Kahoka, Montgomery	L	0.4 ENE;RR S	700	3	20-S1	F1	S blkd;p-lines S,NNW,SSE. Use strips.
(P)KANSAS CITY	P	5 NNW; riv S,W	758	4	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 7-25 clsd. Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview		Arpt now Air Force installation.					
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F1	N, NNE, NNW blkd. Rolling.
" Thirty First St.	P	4 E;RR E	756	2	24-S5	F1	P-line S. Rgt tfc N. Use strips.
(PC)Kennett	L	1.3 ESE;hwy N	262	3	35-S1	F1	SW blkd.
(P)Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	
Lamar, R. P. M.	L	2 W;RR N	1050	2	h26		N blkd,Use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2-S5	F1	E,NE,S blkd. W 1000' E/W Strip ruf.
Lexington	P	3 NW;hwy NE	690	4	30-S5	F1	E,S blkd;p-line S,W,W. Use strip. Soft-wet.
← Linn Creek-Grand Glaize Memorial		See: Osage Beach, Linn Creek-Grand Glaize Memorial					
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F1	Lgts on req after 2200. Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Closed civil aircraft
(PC)Marceline	L	1.3 N;hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	P	1.3 S;hwy E	777	2	39-B-S5	F3	Use strips. Soft-wet. E center N/S Strip ruf
Marshfield, Skyline	L	1 NE;hwy N	1500	1	19		P-line. Sign N. Ruf, rolling. Ctn-gophers Use at own risk.
(PC)Maryville-Memorial	P	2.2 WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy. strips.
McFall, Woodward	L	1 NNE; RR W	980	1	24		P-line N. Use strips.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Mexico, Green	P	3.5 ESE;RR N,S	815	2	26-S5	F3	N&S Strip E end of fld clsd. W blkd.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F1	P-lines NE,SE. Use rnwys.
Monett	P	1 NE;hwy S	1392	2	27-S1	F1	Use strips.
Neosho	L	2.5 SW;hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2 ENE;RR N	862	2	h25-*L4-S3	F1	N, W blkd. 3550' strip avail. E/W strip soft when wet.
← New Florence, Boone's	L	1.7 SSE;hwy N					ABANDONED.
Noel, Kenwood		2.4 SW;hwy 1 N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW;hwy S,E	960	3	27		NW,W blkd. Use strips. Soft-wet.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use rnwys.
← Poplar Bluff, Fields Mem'l	P	4.3 E;hwy S	330	1	h40-S3	F2	No storage. Use rnwy.
Portageville, Fuller	L	1.2 N;rd E	280	2	25-(S1)		E blkd. Ctn-ditch N,W.
Rockport, Luhrs	L	4.2 S;hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	M	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S,W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.7 N;hwy 1.9 ESE	470	3	30-*L-S5	F1	N,NNW,SSE blkds 1000' N/S strip ruf.
" Kratz		See: St. Louis, Mo., Kratz Airport under "NEW AIRPORTS".					Use strips.
St. Clair Mem'l	L	1.4 ENE	750	2	21		E,SE,W,NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans	P	4 WNW;riv SW	821	3	h60-BL4-6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	M	10.8 NW;hwy W	558	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Instng.
" Meramec	P	12.5 SW;hwy S	450	3	25-S5	F1	Rgt tfc to W,S,SW. Use strips. Fri-auto
(N) " Smartt	L	22 NNW;hwy S	438	8	h20-S1	F1	Circular taxi strip clsd 0800-1700 Mon-
" Parks Metropolitan	L	3.5 SSW E St. Louis, Ill.	413	3	40-BL4-S5-U	F3	h16 rnwy avail. Rgt tfc take-off N, W, NE, NW.
← " Weiss	P	11 SW	442	3	h28-L4-S5	F2	W blkd. Use gravel strip wet. Rgt tfc E,N
Sedalia	P	6.3 NW;RR S	820	2	30-S5	F1	P-line S, SW. Soft-wet. N/S strip ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E;hyw S	908	2	h20-B	F1	Use rnwy only. Turf soft.
(PC)Seymour, Owen	P	3 NE Orchard SE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. ruf.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	P	0.8 WNW;hwy N	846	2	21		P-line N. Ctn-wet. Use strips.
(P)SPRINGFIELD	P	5.5 WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" East Side	C	2.1 E;hospital w	1367	3	27-S5	F1	Hvy aircraft use strips only. Fence W.
" McFarland	L	4 SSE;hwy E	1310	3	26-S1	F1	Rgt tfc. Use strips.
" Rogers		Name and Property Assumed by East Side Airport - See Above					
Stanton, Meramec Cavern	L	0.5 SW;hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5 W,NW;bayou N	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	L	1.3 SW;RR NW	987	2	21		Ctn-wet. Fld ruf opposite seg circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E;RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy. strip.
Taylor, Doc's		See: Doc's Arpk under Quincy, Illinois.					
Trenton, Embry		5 SSE;hwy E					(ABANDONED).
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips.
Versailles	L	1.7 ENE;RR N	1050	3	21		N,NE,SE,NW blkd. Use strips. Ruf,
Vichy, 60, AMA-STL	P	1.5 NNW;hwy S	1148	3	h55-BL4-W		Use rnwys. rolling.
← Warrensburg, Sky Haven	P	3.7 WNW;hwy S	850	2	28-I4-S1	F3	P-line SE,2 NE/WSW strip perm clsd.
(PC)Waynesville-Memorial	P	0.7 E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft-wet. Use gravel strip
W. Plains, Sky Haven	L	2.4 NW;RR E	1102	3	22-(S1)	(F1)	W blkd. Rolling. Golf rng E. Use strips.
(PC)Willow Springs-Memorial	L	0.6 E;hwy S	1252	2	25	(F1)	SSW blkd;p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip
Stanberry, Enyart	L	1.2 NNE;hwy W	1000	2	20		Cattle on fld. Soft when wet.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
Passaic, Cushard	L	2 E;Rt. hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Osage Beach, Linn Creek-Grand Glaize Memorial	P	2 mi N	876	1	30	F1	
Excelsior Springs Mem'l.	L	1.6 ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Buffalo	L	0.6 NE;hwy W	1120	1	19		Use strip.
Clinton, Sportsman	P	2 NE;RR SE	800	2	36-S5	F1	NE, S blkd;p-lines N, SW. Use strips. Use center of strip-wet.
Hayti,	L	1.5 SE;rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
← St. Louis, Kratz	P	16 NW	442	2	24-S5	F3	P-line S.
MONTANA							
Augusta	L	2.8 SSE;hwy W	4118	4	30		P-line W.
(PC)Baker	L	1.3 SE;lk N	2990	3	33-S1	F1	N blkd;p-line S,W,NW dams E,SE
Basin Creek USFS	L	24 NE;Seeley Lk; in crk bend	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk;riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips
Big Timber, 13-A,HLN-MPS	P	2.5 SSW;hwy N	4493	3	50-BL2-(S5)	(F1)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	4	h57-BL2,3,5-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S,W	3500	4	29		NE, NNE blkd. Cattle on fld.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway fivld. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Black Bear USFS	L	39 NNE Seeley Lk;riv adj E,S	4200	1	22		CLOSED.
Bozeman		0.9 N;RR N					ABANDONED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	P	23.5 E;rd S,E,W	3350	4	24-S5	F1	
Bridger	P	0.3 W;RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwy NW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	L	0.6 W;RR N	2410	1	25-S3	F1	No storage.
(PC)Choteau	P	1.2 NNE;hwy W	3945	2	27-BL4	F1	Caution when wet.
(PC)Circle	L	1.3 E;RR,hwy N	2424	2	26		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W, Rgt tfc E, Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
Conrad	P	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld, P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv I E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	L	1.5 W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL2		Bcn, fld lgts elec eye.
Denton	P	2.2 SSW;hwy S	3850	2	26-S1	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	37-BL2-W	F1	Fld lgts elec. eye.
Dixon	L	1.3 W;RR N	2510	1	25		Hill ENE. Soft when wet.
Drummond	L	4 SW;hwy 1.5 E	4245	2	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5 ESE;hwy W	3430	1	31	(F1)	SE end ruf.
(PC)Ennis, Sportsman's	P	1 NW;hwy E,S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7 NNW;rd N,E	2680	1	30		
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd; p-line NW, E. Ruf.
(PC)Forsyth	P	3 E;RR N	2728	3	25-BL2-(S1)	(F1)	
Fort Benton	P	1 NE;RR S	2886	3	36-*L-S1	F3	
Fort Peck	L	1.6 W;hwy S	2295	3	33	(F1)	
Frazer	L	0.7 NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2 WNW;hwy N	5300	1	32	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8 W Choteau;	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;FR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	3	h88-BL4-S3	F3	1000' N end NNE,SSW rnwy unusable. P-line N.
Glendive	P	2.5 NE;riv N	2128	3	32-S5	F3	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N;RR F	5030	2	40		INACTIVE, ENE, WSW, NW blkd. Ruf.
Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	35		Ruf.
" Fairgrounds	L	0.3 S;RR N	2911	1	25-(S3)	(F1)	No Storage.
Harlem	L	2.3 NNE;rd E	2560	3	24		Cattle-fld, Ctn-SW corner NW/SE strip
(PC)Harlowton	P	1.5 NW;rd S,W	4214	2	29-BL2-(S1)	(F1)	
(PC)Harve-City-County	P	4 WSW;RR 1 N	2580	3	h47-BL4-S5	F3	ARPT OF ENTRY.
(P)HELENA	P	1.9 ENE;hwy S,W	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs; Rnwy 11-29 rstd 70,000 lbs gross. Rgt tfc W, SW, NW.
" Herrin	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE;crk 1 E	4420	1	20		Cattle on field.
Hinsdale	L	0.8 SSE;RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan; riv E	4575	1	20		CLOSED. RUF.
Hot Springs	P	2.2 E;hwy W	2763	1	25-BL4		ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N;rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-S3	F1	Rgt tfc S. P-line NW. Soft-wet.
(P) " FLATHEAD COUNTY	P	7.4 NNE;hwy E	2971	3	h47-BL2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4209	4	h100-BL4-S5-W	F4	No 91 octane avail. Rnwy 11-29 not maintd.
Libby USFS	P	1 NE;riv S,W	2090	1	28-L3-S3	F1	Rolling.
Livingston	P	1.7 E;riv 1 W	4666	2	40-W		P-lines S, SSW.
" Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4-S5	F1	Ruf.
Meadow Creek USFS	L	21 ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2631	2	h56-BL3,4-S5-W	F4	
(P)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
" Hale	P	2.3 SSW;hwy NW	3186	3	36-S5	F3	Mtns S, SE. Rgt tfc S on N6 strip.
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	L	0.2 W;RR S	3260	3	31-BL4		
Plains	L	1.3 NNW;RR NE	2460	2	29-BL4		Ruf, gopher holes.
Plentywood	P	0.7 SE;RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	C	4.2 NW;riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W;rd N	2932	1	25-BL4-S5	F1	No storage. Ctn-wet.
Poplar	P	0.6 NE;hwy S	2000	2	42	F2	
(PC)Red Lodge	P	0.5 WNW;rd N	5600	2	37-*L4	F1	P-line Sw.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Richey	L	0.5 E;RR N	2490	1	20	(F1)	Ctn-gopher holes. Ruf. P-line W.
Richland		0.2 S;crk N					(ABANDONED).
(PC)Roundup	P	1.8 N;hwy W	3490	3	40-BL4-S1	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling.
(PC)Scobey	L	1 NW;RR S	2458	3	33-(S1)	(F1)	Ruf.
Seeley Lake, Double Arrow	P	3.5 SE;Crk W	4000	1	20	F1	E blkd, Lnd E; tk-off W, Clsd Winters.
" USFS	L	4.3 NW;lk 2 SE	4150	1	20		
Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)Sidney	P	1.3 WSW;crk N	1977	1	30-*L4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
Sunburst	L	0.6 NW;rd S,W	3399	2	26	(F1)	
Superior, 36B, SEA-HLN	P	1 S;RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)	(F1)	Ruf. Cattle on fld.
Terry	L	1.1 SSE;Canal N	2260	2	26		E blkd; p-line ESE. Ctn when wet.
Thompson Falls	P	3.2 ESE, Rgt N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes.
Turner	L	0.5 NNE	3040	2	28		
Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
(PC)Valier	P	0.6 S;lk S,W	3820	3	35-(S1)	(F1)	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)W. Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft winter mos.
Whitehall, 36A, SLC-GTF	P	6.7 SW;RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		Wend E/W strip ruf. P-line E.
(PC)Wolf Point	L	3 E;hwy N,E	1980	2	38-(S1)	(F1)	
" Anderson	P	0.8 NW;RR S	2040	1	25-S3	F1	Muddy-wet. High banks S; holes N. P-line W.
NEW AIRPORTS (or airports out of alphabetical alignment)							
West Yellowstone, Watkins Creek Ranch	L	13.8 NW;lk NE	6570	1	29		Lnd NW; tk-off SE. Dip 300' from NW end.
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd; p-lines E, SW. Ruf.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
Ronan	L	2.3 N;hwy W	3089	1	34		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
Harlowton, Baxter	L	9 SSW;hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW;RR S	2580	3	h77-BL4-S5	F3	Use rnwys. FLD E blkd. Use strip.
Albion, Packard	P	4 NW	1807	1	12-*L14-S3	F1	N/S Strip Abandoned, DANGER-SHORT
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5-U	F1	Use rnwys. Lgts N/S Rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	P	1.1 WSW	2160	2	20	F1	N blkd. Soft-wet. Use strips.
Arnold		0.4 NE					(ABANDONED).
Auburn	P	2.7 E;riv SW	932	3	29-B*L14-S5-W	F1	N, NE, E, NW blkd. Use strips.
Aurora, Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
Bassett	P	1.9 WSW;hwy N	2346	2	24-(S1)	(F1)	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet. NE, E blkd.
(PC)Beatrice	P	2.5 N;hwy E	1318	4	h38-BL2-S5	F3	Use concrete rnwys only during winter.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld
Benkelman	L	1.2 NNE;riv SE	2990	3	28	(F1)	Use strips.
Blair	P	3 NNW;hwy W	1079	2	27-BL4-S1	F1	Use strips.
Bloomfield	L	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	P	3 NW;RR S	3693	3	29-*L1-S3	F2	Use strips.
Broken Bow	P	2 N	2530	3	30-(S5)	(F1)	SE blkd. Soft when wet. Use strips.
(PC)Bruning-State	P	7.7 E;hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S5	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W;hwy S	3312	2	44-BL4-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE;RR S	3312	3	31		P-line NE. Use strips.
Chambers, Perkins Mem'l	P	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW; dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E;hwy N	1800	1	16		Ctn-unmrkd, P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S, RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS -NE, S blkd; trees N.

F-fuel octane; ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC) Columbus	P	1.3 NE	1439	2	h30-B*L4-S1	F1	Soft when wet.
(PC)Cozad	L	1 NW	2500	2	33-(S1)	(F1)	P-lines SE, SW. Soft-wet. Use strips.
(PC)Creighton	P	1.3 ENE	1625	2	24-B		Use strips.
Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
Curtis	P	2 ENE; crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	L	1 S; hwy E	1068	2	19		Ctn-cattle. Bldg E. Use strips.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd. Use strip
(PC)Fairbury	P	3 N; RR SE	1489	3	h26-BL4-S5	F1	Turf ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-(S1)	(F1)	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4 WNW; hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C A M P.	L	2 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-B-S5-U	F1	N blkd p-lines S, SW, W, NW. Use strips, Ruf.
Gothenburg	P	0.7 SE; hwy S	2557	2	29-B-S1	F1	Use strips.
(P)GRAND ISLAND	P	3.6 NE; RR 1W	1846	3	h72-BL4&5-S5-W	F4	Use rnwys.
" Roush	L	2 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
Harrison-Skyranch	L	0.6 NNE; rd S	4860	1	30		S, W blkd.
(PC)Hartington	P	1.6 SE, RR; hwy W	1383	2	26-*L1-S3	F1	Use strips.
(PC)Harvard-State	L	2.7 NNE; RR S	1817	3	h77-B		
(PC)Hastings	P	2.3 NW; RR 1S	1944	3	h40-BL4-S5-U	F3	Use strips, rnwy Shoulders soft-wet.
Hay Springs	L	0.4 SW; RR N	3831	1	28-BL4		Use strips.
Hebron	L	1.4 S; hwy S	1441	3	31-(S3)	(F1)	
(PC) Holdrege	P	2 ENE; RR S	2310	3	34-B-S3	F1	P-line N. Use strips.
(PC)Humboldt	L	0.8 E, RR; riv S	993	2	21		P-line NE, ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1 ESE; hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
Indianola, Kansas River District	L	1.8 N	2498	1	28-S1		P-line NW. Use strip.
(PC)Kearney	P	4.7 ENE; RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3 S; hwy E	4900	3	29-*L4-S3	F1	N blkd; p-line NE, SE. Use strips.
(P)Lexington 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-S3-W	F3	Use strips. Ruf in spots. P-line SW. Use rnwys.
(AF,N,NG)LINCOLN		Arpt now Air Force installation.					
" Arrow	P	4.8 NNE; hwy E	1160	5	25-*L4-S5	F1	Use strips. E/W, N/S strips clsd.
" Union	P	4.8 NNE; RR S	1140	5	h25-B-S5-U	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-*L-S5	F1	Bldg NW. Use strips.
Lorenzo	L	0.6 WNW; RR E	4400	4	16		P-lines S, SE, SW, Ruf.
Lynch, Woolf	P	2.3 ESE	1395	3	28-S3	F1	Hill S.
McCOOK	P	2 E; hwy S	2586	4	42-BL4-S5-W	F1	Use strips.
(PC) " - State	L	8.5 NNW	2784	1	h75		Ctn-L-W, NE, SW rnwys perm clsd. Use rnwys
(PC)Minden	P	1.2 NNE	2156	2	23-*L1	F1	P-line SE. Use strips.
(PC) Mitchell	P	1.6 S; RR S	3965	2	29-*L4-S5	F3	Use strips.
Mullen	P	1 W; RR adj	3220	2	h19-(S1)	(F1)	Use rnwy.
Nebraska City, Grundman	P	1.1 SSW, hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC)Neligh	L	1.5 SSW; hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3 SSW; RR W	1571	2	h58-B*L4-S5-W-U	F1	Use rnwys.
(P)N. PLATTE, Lee Bird	P	3.2 ESE; riv SW	2779	3	h55-BL2,4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage		3.8 S; RR W					(ABANDONED).
Ogallala	P	2 W; hwy S	3250	aw	25-B*L-S5-U	F1	P-lines S, SE, SW.
" Lake McConaughy State	P	10.5 NW, lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	15-S1	F1	N blkd. Use strip. Ctn-strip snort.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE; riv E	982	6	h70-BL2,6-S5-W	F4	All asphalt rnwys lmtd to 10,000 lbs. Use rnwys, Rnwy 17R-35L clsd.
" Clear Ridge	P	5.2 NW; RR N	1248	3	28-S5	F1	Rgt tfc when wind from SE, S. Use strips
" Durand Sky Ranch	L	8.2 NW; hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	L	6 NNW; h wy S	1260	4	26-L3-S5	F3	S, SE, SW, W, NW blkd. Rgt tfc W, N. Use strips.
" S. Omaha	P	6.5 SSW; RR S	1064	2	29-S5	F1	NW blkd; p-line N. Use strips.
O'Neill	P	2 NW; hwy N	2100	4	35-B-S5	F1	P-lines SE, SW, S. Use strips.
Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Orleans, Ott	L	1.1 SE, riv; l SE	2050	2	25		S, SW, W, NW blkd; p-line SE. Ctn-wet. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Oshkosh, Buck	P	0.4 SW; hwy N	3400	1	27-(S3)	(F1)	E, SE blkd. Soft-wet. Minor eng rprs.
Papillion, S. Omaha		See Omaha, South Omaha Arpt					
Paxton, Lierley	L	4.6 SSW	3220	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW; RR SW	1323	1	22-(S1)	(F1)	P-line NW. Use strips.
Potter	L	0.5 NW; RR, hwy S	4387	2	22		(EMERG ONLY). Ruf, use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-S5	F1	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5 SE; hwy adj SW	2005	1	17		N, S blkd. Hill E. Ruf.
Red Cloud, County Dam	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan	L	2 WSW; riv 1 S	1980	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	Use strips.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S	1368	2	20-S3	F1	NE blkd. Ditch S.
Scotia	L	1.6 W; riv E	1930	2	22	(F1)	N blkd.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h33-BL4-S5-W	F3	Use rnwys.
(PC)Scribner-State	P	3.7 SSE; RR 1 NE	1315	2	h69-B-S1	F1	Ruf, ENE, WSW rnwy clsd.
(P)Sidney, 50D, SLC-OMA	P	3 S; hwy N	4300	3	48-BL4-S5	F3	Soft-wet.
Stromsburg	L	1 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
Stuart-Atkinson		SEE: Atkinson, Stuart-Atkinson under New Airports					
(PC)Superior	L	2 N; hwy W	1720	2	31-(S3)	(F1)	
Tecumseh	L	4.6 N, hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE; riv E	1035	1	26		N end low, S blkd. Use strip.
Tilden	L	3.2 WNW; RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW; RR 1S	2840	2	26-*L		P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED)
(PC) Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-U	F1	Unmrkd 80' twr in bldg area. Use rnwys
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	P-line S, SW. Soft-wet. Use strips.
(PC)Wayne	P	1.8 E, RR NW	1435	3	33-B*L-S5	F1	P-lines N, NW, hwy S. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1133	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3 WSW; hwy N	1368	2	23		P-line N.
Wisner	L	1 E; hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	P	5 SSW; rd S	1350	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S3	F1	P-lines SW, NW. Use strips. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
Atkinson, Stuart-Atkinson	L	5.5 NW; RR S	2130	2	32		Use strips.
Enders-Dam	L	1 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16		NW blkd.
Wakefield, Bressler	L	0.6 SE, RR NE					ABANDONED.
Arthur	L	1.3 WSW, hwy S	3700	1	27		Hill W. Use extreme caution.
Valley	L	1.4 W, NW	1145	1	22-(S1)	(F1)	
NEVADA							
Alamo, Pahranagat	L	0.7 W	4300	2	26		Ctn-not maintd.
Austin	L	7 WSW; hwy SE	5720	2	h60		
Baker	L	2.3 SSE; hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	L	1 SW, hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) " 35, SFO-SLC	P	4 SE; hwy N	4533	2	h73-BL4, 5-(S1)-W	(F2)	
(PC)Boulder City	P	0.6 S; hwy NW	2458	3	65-L4-S5	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W, hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE, hwy S	4950	2	19		Ctn-winters.
Carson City	L	3.1 NE; hwy 1, 5 SE	4751	3	31-(S1)	(87)	WNW blkd; mtns NNE, ENE. Use strips Avoid easterly 1100' WNW/ESE strip.
Coaldale	L	0.6 WNW; lk W	4575	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW; hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE, hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W; RR N	4850	1	21		Use at own risk.
(P)ELKO	P	1.5 W; RR S	5136	2	h60-RL4-S5-W	F4	Unmrkd p-lines ENE. P-line SE.
Ely	P	3.5 NNE; hwy E	6258	3	h60-B*L4-S5-W	F4	Be lctd on hill 2 mi SW
Fallon, Lahontan	L	1.4 SSW; hwy E					ABANDONED.
(PC)Fernley, Churchill	L	13.8 S	1268	1	h72		Ctn-not maintd. Use at own risk.
Ft. McDermitt		See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS."					
Gabbs	P	4 NW, hwy NE	4700	2	60		Ctn-not maintained, hazardous.
Gerlach	L	0.3 N, hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5 E Moapa; hwy S	1490	1	27	F1	SE blkd. Ruf.
(PC) HAWTHORNE	P	1.7 NNW; hwy SW	4255	3	67	F2	
(P)LAS VEGAS, McCarran	P	6.3 SSW; RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW; hwy W	2200	4	42-*L4-S5	87	
Lathrop Wells	L	0.5 WSW; hwy NS	2580	2	50		
Lovelock	L	1.5 ENE; RR W	3986	3	37		
(P) " Darby 26A, SFO-SLC	P	9 SSW; RR, hwy W	3903	2	h55-BL4-W		

F-fuel octane. ➡ New or revised data. U-UNICOM (122.6 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	L	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan		6.2 W;hwy W					(ABANDONED).
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
← Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h74-B*L4-S3	F3	No storage.
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	L	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River		7.4 NE of Ione					(REPORTED ABANDONED).
(NG)Reno	P	4 SE;hwy W	4404	3	h6s-BL2,4-S5-W	F4	
" Skyline	L	2 NW	4823	1	33-(S5)		E blkd. Ctn-loose rocks. No sto. Soft-wet.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
← Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks	P	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
" Reno Sky Ranch	P	See: Reno-Sky Ranch under New Airports.					
Stewart		0.5 W					(ABANDONED)
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
← " Lambertucci	L	3.2 W NW;hwy S	5664	3	31		Rolling.
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	16.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4		Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
Yerington	P	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch		5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling. Use strip.
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3173	1	55-BL2,4		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
Fallon	P	2.5 NE	3965	2	h50		
Eureka	L	6.7 NNW;hwy W	5946	1	48		
Pioche	L	5.8 NW;hwy SW	5840	1	48		
Reno-Sky Ranch	P	10.9 NE; hwy W	4528	4	50-*L1-S5	F2	Ruf.
Jean	L	1 SSW;hwy W	2833	1	45		
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	L	7.5 N;riv W	1158	1	h50-(S1)		
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S3-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-W-U	F3	NNE/SSW rnwy clsd winter. P-line ESE
Conway-Valley	L	0.6 W NW;riv NNE					ABANDONED.
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2 NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	P	1.6 N;RR W	80	1	21-S5	F2	Rolling.
Haverhill, Dean Memorial	P	4.1 NE;RR W	570	2	20-S3	F2	No Storage.
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE, S 450' soft, bare, S blkd, Ruf.
Hooksett-Manchester	P	2 S;riv E	187	1	30-S5	F1	S end rolling. SSE blkd.
Jefferson, Rogers		2.2 S;hwy W					(ABANDONED). Island.
(PC)KEENE, Dillant-Hopkins	P	2 S;RR W	482	2	h40-BL4-S5-U	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	NNW blkd. Ctn-taxiing near gas pump
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S1-W-U	F3	Ditches, gulley at ends of rnwys.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. JNNE.
Merrimack, Webster	P	3.7 S;hwy E	195	4	24-*L4-S5-U	F1	Clsd Nov-May. E,W blkd; p-line SE; bushes

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h32-BL2-S5-U	F3	300' unpaved overrun each ends of rnwys.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Rolling. Rgt tfc N. Only E side of strip usable
(PC)Newport, Parlin	P	2 NNW;riv SW	786	2	h20-S1-U	F1	ESE/WNW emerg use only.
N. Conway, White Mountain	L	1.9 SSE;bet RR's	495	1	26-S3	F1	Mtn E. Ctn-loose sand, Rolling.
Pembroke	P	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	L	3.5 WNW;riv S	506	1	20		
(PC)Portsmouth	L	3 W	94	3			(CLOSED-CONSTRUCTION).
Rochester, Skyhaven	L	2.8 ESE;RR E	320	-	16		Rolling. Rgt tfc N.
Somersworth, Wayside		2.4 W;hwy E					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	L	3 ESE;RR SW	1048	1	24-S1	F2	Mtn SE. Fuel on call winters.
Wolfeboro, Lakes Region	P	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (or airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Asbury Park-Air Terminal	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
Ashland, Echelon	P	0.8 SE;RR, hwy W	100	3	28-*L4-S5-U	F3	SE, S, NW blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S5	F3	Tower N.
← Barrintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-S5	F1	S blkd, Rolling, Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	250	2	24-(S3)	(F1)	E, W blkd; p-line NW. Rgt tfc NW.
(A) BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	38-BL4-S5	F3	Shoulders soft when wet.
Blackwood	L	0.5 ESE;hwys W	65	1	27-S5	87	W blkd.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5	F1	Rgt tfc SW.
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd.
Bridgeport	P	0.8 ESE;hwy N, W	23	2	21-S3	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
← Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" LiCalzi	P	1.3 S;rd NW	42	1	24-S5-U	F1	ESE blkd.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	Atnd week-ends only December-May. E blkd; p-lines SSE, NNW.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on Rnwy 32. Clsd Sunday, holidays. Use rnwys
← Camden-Central	L	1.8 E;crk W	27	3	h28-*L2	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S5-U	F3	SSW, WNW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No Storage.
Colts Neck	L	0.7 SSW;hwy E	100	2	24		CLOSED.
East Hanover, Hanover		See Hanover Arpt, under "NEW AIRPORTS".					
← Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-S5	F1	
Hackettstown	P	2 SSW;riv E*	560	3	30-S3	F2	
" Budd Lake	P	3 ESE;hwy N	1080	3	18-S3	F1	NNE blkd. Rolling.
Hammonton	L	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N, NW blkd. p-line SE. No sto. Soft-wet.
Hightstown	L	1.3 SW;RR NW					ABANDONED.
Keyport, Walling	P	0.8 SE;hwy N	34	2	18-S3-W	F1	N, S blkd.
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE.
Lincoln Park	P	1.8 NNW	180	2	23-S5	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-*L3-S5-U	F4	NW blkd; p-lines N, S, E, W. Rgt tfc rnwys 9, 14.
Mahwah, Ramapo Valley		1.2 NW;riv SE					ABANDONED.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-S1	F1	NW blkd.
Militown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P)MILLVILLE	P	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days, NE/SW, N/S rnwys not maintd.
Moorestown	P	1 NNE;rd N, W	70	3	20-*L-S5	F1	Closed Tuesday. P-line NNW.
Morristown	P	3 E;rd S	187	2	h40-BL2-S5-W	F4	
Mt. Holly	L	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS WET.
(NG)NEWARK	P	2.5 SSE;RR s W, E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	P-line WSW, WNW.
" North Brunswick	P	2 SW;RR E	120	3	33-*L-S5-W	F3	E SW, NW blkd; p-line NE, SE, W. No E tk-off.
Ocean City	P	1.7 WSW;bay W	8	2	34	F1	NW/SE Strip closed. Rgt tfc S, W.
Osbornville, Ocean Co.	P	0.2 S;crk S	18	2	27-*L1,3-S5	87	NNE, SE blkd.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
Paterson, Murchio	P	4.5 WNW; hwy N	350	aw	28-S5	F1	
" Totowa-Wayne	P	4.8 W; RR W	185	1	26-S5	F1	No sto.
← Pemberton	P	1 SSW; RR N	65	1	22-S5	F1	Clsd Oct-Apr, Lnd at own risk, NE blkd.
Pennington	L	2 ESE; hwy S, E	230	1	21		Closed, E blkd, Soft when wet.
Phillipsburg	P	2.3 ENE; RR S	400	2	19-S3	F1	Rolling.
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F3	Rolling, ENE blkd; p-line SSE.
" Sky Manor	P	1.5 SW; rd S	540	3	34-•L4-S3-U	F2	N blkd, Rolling, on SW tk-off do not turn left until passed house on S side.
Princeton	P	2.8 N; hwy adj	160	2	23-•L1-S5	F3	SE blkd; p-line ENE.
"-Nassau	P	2.3 S; hwy SE	80	2	24-S3-U	F1	SSE blkd.
Rahway, Westfield	P	2 W; rd S, W	100	2	24-•L1-S5	F3	W blkd. Soft-wet. Ruf. No sto. No 87 oct.
← Readington, Solberg-Hunterdon	P	1 NNW; rd E, W	180	3	37-•L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S; hwy, RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Richland, Cavoli's	P	1.5 W; hwy N	100	2	43-•L4-S5	F3	SSW blkd.
Robbinsville, Trenton-Robbinsville	P	1 ESE; RR W NW	115	2	h31-•L3,4-S5	F3	NNW blkd.
← Salem	P	1 SE; hwy S	15	1	21-•L4-S3	F1	
Somerville, Somerset	P	4.6 NW; riv W	105	3	22-•L4-S5-U	F1	WSW, W, NW blkd.
Sussex	P	1.2 WSW; RR S	420	2	22-•L4-S5	F1	Use strips.
TETERBORO	P	0.5 SW; rd NW	7	2	h45-BL4, 5-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip activity xcpt by special permission.
(PC)Trenton, Mercer County	P	5 NW; RR SE	211	4	h40-BL4-S5-U	F4	PC for Navy only. N/S rnwy clsd.
Tuckerton, Mathis	L	0.9 W; lk E	20	1	23		Lnd at own risk. W blkd.
← Vineland	P	4.3 SSW; lk SW	65	2	23-•L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW; hwy E	100	4	24-•L4-S5-U	87	ENE, S, W blkd; p-lines E, SE. Use strips.
"-Downstown	P	4.3 NE; hwy N	120	2	25-•L3,4-S5-U	F3	ESE, SSW blkd; p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW; RR, hwy E	22	4	h50-BL3,4-S5-U	F4	Airline Stop Summer only.
(PC)Woodbine	L	2 SE; RR NE, W	39	3	h33		INACTIVE. Twin-eng acft use concrete Asphalt ext soft, broken.
Woodbury-Mantua	P	1.8 SSW; RR N	50	2	24-•L1-S3	F1	P-line N. Ruf, rolling
← Woodstown	P	3 NW; hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hanover	P	2.8 NNE; riv E	170	1	25-•L4-S3	F1	
NEW MEXICO							
Acomita, 64, LAX-AMA		7.8 W					(ABANDONED).
Alamogordo	L	2.4 N bet RR's	4465	2	29-(S1)	(F1)	Atnd-wk-ends only.
" White Sands	P	3 SW; hwy S	4230	2	40	F3	P-line SSE.
Albuquerque, Alameda	L	7.4 N; riv F	5069	2	37	(F1)	Ctn-loose sand. Use strips. Ruf.
" Del Norte	P	3.6 NE; RR W	5113	5	48-•L4-S5	F1	P-line ENE.
" East Mesa		4.6 ENE					(ABANDONED)
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" West Mesa	P	3.8 W; hwy S	5129	4	63-•L4-S5-U	F3	Houses ENE.
Anton Chico, 79A, LAX-AMA	P	4, SSE; riv 2 SE	5281	2	43-BL2		
(PC)Artesia	P	4.2 W; hwy S	3550	4	h68-B•L4-S5	F3	N/S strip ruf, Ctn-ditches.
Aztec	L	2.2 NW; riv 2, E, S	5700	2	30		Ctn-auto trails.
(P)CARLSBAD	P	6.1 SSW; hwy SE	3276	4	h66-BL4-S5-W	F3	Rnwy 8-26 clsd ngts. Hill NW.
Carrizozo	L	0.6 N; hwy SE	5420	3	35		Ctn-N/S, E/W strips ruf.
Cimarron	L	1 ESE	6537	1	34		
" Philmont Scout Ranch	L	2 SSW; rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5 E; hwy N	5050	2	54-S1-W	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE; rds W	5500	2	40		E/W strip ruf. Ctn-weeds.
Clovis, Hillcrest	P	2.1 E; RR S	4244	4	36		CLOSED. P-line S.
Columbus, 34, PHX-ELP	P	0.6 ESE; RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW; hwy SW	6429	3	57-BL2		Ruf for lgt acft.
Cuba	L	1 NNW; hwy N	7050	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W; hwy S	6192	2	30		Mtn N; p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE; RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(PC)DEMING	P	2.5 ESE; hwy N	4314	5	h81-•L4-(S1)	(F1)	Ctn-high weeds.
" Center Aux	L	11 W; RR S	4440	1	h60		
" Cooper	L	2.7 S; hwy E	4300	1	25-•L1-S1	F1	Use strip.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Deming, South Aux	L	18.2 SSW; rd I E	4240	1	h60		Ctn-weeds.
Des Moines, Smith	L	15.5 E	6600	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6600	3	27		Ruf.
Drolet	L	0.9 W; hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N; rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW; lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Encino, Potter Ranch	L	0.9 NNE; hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB		2.6 F; rd N					(ABANDONED).
Espanola	L	8 NNE; hwy NW	6600	1	38		P-line E. Ctn-auto trails.
Estancia, Chadwell	L	0.6 SW; rd N	6100	2	26		Cattle-fld.
Eunice	L	2.2 ENE; hwy E	3400	4	28		P-line E, NE, SE. Ruf. Cattle-fld.
Farley	L	0.5 SSE; RR N	6000	4	26		Cattle on fld. Ruf.
(PC)FARMINGTON	P	1.5 NW; rtv 1.3 S	5509	3	h57-BL4-S5-W	F4	7721' strip avail.
Ft. Stanton	L	2.2 S; hwy N	6900	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE; RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW; RR N	6467	1	h50-BL4	F1	
Glenwood, Whitewater Mesa	L	4 NNE	5470	2	37		
Hagerman, Michelet	L	1.9 FSE; lk E	3410	1	24		P-line N, S.
" Moore	L	3.5 WNW	3450	2	26		NNE/SSW Strip ruf.
(PC)Hatch	L	9.4 WSW; hwy S	4509	3	36		Cattle on fld. Ruf.
(AF)Hobbs	P	6.7 NNW; RR NE	3707	4	h88-•L4-S5	F3	Ctn-flgt trng with B-25 conducted off base in tfc pat, adj Lea Co. Arpt. Aux Reese AFB.
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W; hwy N	3659	4	h54-BL4, 6-S5-W	F4	See notice under Hobbs Airport.
Hope, Flying H Ranch	L	27.6 WNW	5140	2	28		Ctn-auto trails. Ruf.
Jal-Lea County	L	2.4 ENE; Rd S.	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W; hwy S	4454	3	h75-BL4		
" East	P	1 NE	3900	3	36-S5	F1	
(P) Las Vegas	P	6 NE; RR, hwy 2 W	6866	2	h64-BL4-S5-W	F3	Clsd to Air Carrier operns. Hazardous to acft over 12,500 lbs. Ctn-holes, ruf. Use rnwys.
" X-C Aero		2 F; rd N					(ABANDONED)
LORDSBURG	P	1 SE; RR, hwy N	4287	2	82-S5	91	P-line WNW. Use strips.
" Kuykendall	L	0.8 NNW; hwy E	4225	3	28		ENE, SE blkd. Ctn-weeds, holes. Use strips.
Lovington	L	0.8 F; RR W	3985	4	36		N, S, SE blkd; p-lines NE, NW, SW, W.
" Hobbs	L	13.4 ENE	3650	2	h70		
Magdalena	L	0.8 N; RR S	6572	3	48		SSW, WSW blkd; p-line SW; mtns NE, ENE. Ctn-loose rocks.
Manuelito		2.4 NNE; RR SE					(ABANDONED).
Maxwell	L	1.7 N, hwy E	6000	4	39		SSE blkd; ditch SW. Use N/S, NE/SW strip in emergonly. Ruf.
Mesa	L	0.5 S; hwy NE	4900	3	19		Cattle on fld.
Milnesand, Flying M Ranch	L	0.4 NNW; hwy F	4360	3	18		Use strips.
Moriarty, Longhorn	L	8.3 ENE; hwy N	6312	2	33		P-line N.
Mosquero, Tequesquite Ranch	L	10.8 NE; riv F	4600	5	25		
Mountainair	L	1.1 NE; hwy S	6600	5	28		N blkd; p-line S.
Otto, 74, LAX-AMA	P	6.8 NNE Moriarty	6226	3	41-BL2-W	F1	Ctn lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd. Use caution. Ruf.
Portales	L	2.2 W; hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE; RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S; hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE; hwy N	6700	1	18		NNE, NW blkd.
(PC) RATON, Crews	P	11.5 SSW; hwy NW	6352	2	h55-BL4-W		N/S rnwy abandoned.
" Eagle Tail	L	2.8 S; hwy W	6580	4	43	(F1)	Atnd wk-ends Aug-Sept. Stock-fld. Ruf. Use strips.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
← Rodeo, 26A, PHX-ELP	P	7.3 NNE; rd S					ABANDONED.
(P)ROSWELL	P	1.6 WNW	3621	4	h55-B•L4-S5-W	F3	
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Jon	L	0.6 NE; RR, hwy S	4100	2	27		Caution-cattle on fld. Ruf.
Santa Fe (Old)	P	6.3 SW; hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet
(P)SANTA FE (New)	P	9.8 WSW; hwy 2 F	6344	3	h63-BL4-S5-U-W	F4	No storage.
← " Ragle		3.7 SSW; RR SE					ABANDONED
Shiprock, Indian Service	L	1.6 SSW; hwy W	5100	2	40		end N/S rnwy. Stock on fld. Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE; RR 1 E	5443	2	55-BL4	F3	
(PC)SOCORRO	P	2.5 S; hwy E	4796	1	h58-BL4	F1	Rstd to Airline Ngt Operns; unlgtd knoll S.
Springer	L	07 NE; lk 45 NW	5835	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W; hwy S	6450	1	30		Caution-weeds.
Taiban, Ft. Sumner	L	9.8 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos		1.7 SSW; hwy NW					(ABANDONED)

F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page). [6-15-54]

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	L	4.5 WSW;hwy E	6890	3	47		Sheep on field.
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-S5-W	F2	7000' strip avail. Gully W. P-line ENE.
(P)TUCUMCARI	P	7 E;hwy S	4063	4	h51-BL4-S5-W	F4	550' overrun Rnwy 3-21.
Vaughn	L	1.3 SE;hwy E	6000	3	25		P-line NNW.Rolling.Cattle fld.Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
Grants	P	2.9 NW;RR,hwy NE	6520	1	h53-B*L4-W		
Cambray, Burris		5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,E	5100	3	38		Mtn NE. Cattle on fld.
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		1 Rnwys 11-29, 8-26 clsd-const.
(AF)Albuquerque, Kirtland AFB	P	3.8 SSE	5330	4	h102-BL4-6-S3-W	F4	Open to civilians. 2-way rdo rqrd.
Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
← Tatum, Lea County		2.5 E		1	h30		
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page		1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY. S blkd. Use rnwys.
Amityville, Zahn's	P	2 NNE;RR NE	80	1	h42-*L1-S5-U	F3	P-lines SSE. Rgt tfc N.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola		1.4 N;hwy W					(ABANDONED)
Arcade	L	2 N;rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-S5-U	F3	N blkd. FEE when no gas purchased.
Auburn		3.7 NNW;RR 1E					(ABANDONED)
(PC)Ballston Spa	L	3 N;crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage.
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-B*L1-S5-U	F3	
Bayport, Davis	P	1.3 NNW;RR SE	40	2	27-*L4-S5	F1	FEE when no gas purchased. Rgt tfc N, NW
Bethpage, Grumman	L	0.5 W;RR NE	119	1	h66		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24, 10-28 clsd.
Binghamton	P	7.2 NNE;riv E	940	2	21-S5	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	
(PC) " Tri-Cities	P	10 W;riv E,S,SW	832	2	h35-*L2-S5	F3	Ctn on apch to rnwys 4, 9. Seaplane activities W.
Blasdell	L	0.7 FSE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood	L	1 ENE;RR N	85				CLOSED-CONSTRUCTION
(P)BUFFALO	P	6.1 ENE;RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N,SW. Use rnwys.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W;RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-B-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	2	24-*L-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-*L-S5	F1	P-line ENE. Avoid graded strip-wet. Use turf areas.
Clayton, Sunnybrook		3.4 S;rd E					(ABANDONED).
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
Commack, Carll Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	L	1.4 NNW;hwy S	1660	2	18		(CLOSED TO TRANSIENTS-$10-50 FINE). Ruf.
Corinth	P	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	360	1	14		
(P)Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5-W	F3	P-line N. purchased.
Deer Park	P	0.8 E;rd W,RR N	78	3	22	F3	NW SE blkd; p-line NE. FEE when no gas
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		CLOSED. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(P)DUNKIRK	P	3 E;RR S	692	2	h40-BL4-S1		
" Werie	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE, WNW blkd; p-line SW.
East Amherst, Steffen	P	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	L	0.5 WSW;hwy E	260	1	43		Do not cross hwy on strip xcpt emerg. S blkd; p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W;RR S	40	3	26-*L1-S5-U	F3	P-line NNE. Ruf.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
Falconer	P	0.5 NNE;RR W	1250	1	20-S5	F1	Rgt tfc strip 32.
Farmingdale, Republic	L	1.3 ENE;RR NS	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc lndg Rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-S5	F1	
Fowler, Ryder's	L	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W;RR SE	620	2	27-*L1-S1	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S5	F3	
" Airpark		1 W;lk SW					(ABANDONED)
" Granby	C	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage.
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
(P)GLENS FALLS, Warren County	P	2.8 NNE	328	2	h40-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
← Gouverneur	P	1.3 NE;hwy SE	450	2	31		SSW blkd.
Granville	P	1.5 N;RR W	420	1	16-*L1-S5	F1	
Greene	P	2 SSW;riv E	900	1	24-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE;rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E, S, W blkd.
Hamburg	L	2 NNW;hwy NW	722	1	h22		CLOSED, Use at own risk.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18		Lnd at own risk. Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
Herkimer, Hayduk		0.6 SSW;RR N					(ABANDONED)
← Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Honeoye Falls		0.8 SW;RR E					(ABANDONED)
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Hudson Falls		1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	P	8 NE;RR N	98	3	h50-BL4,5,6-S5-W	F4	No storage. Rnwy 10-28 clsd nqts.
Ithaca	P	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
" Cornell University	P	4 NNE;RR 3 SE	1098	2	h36-BL4-S3	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-B*L4-S5	F3	
Jay, Ausable Valley	L	0.6 ENE;hwy NW	680	1	13		
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S;hwy W	490	1	20	F1	S blkd.
(PC)Kingston-Ulster	P	2.7 N;RR E					ABANDONED.
Kirkville		0.3 W;RR N					(ABANDONED)
Lake Placid	P	2 SE;hwy S	1750	2	35-S1-U	F3	
Lakeport, Oneida Lake	P	0.4 WNW;lk N	390	2	17-S1	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*L-S1		Atnd summer only.
Livingston Manor	P	0.8 SE;hwy NE	1440	1	26-L4-S5	F2	Fld surd by wood ridges.
← Lockport, Graf	P	2.8 N;hwy E	380	3	20-(S5)	(F1)	NW blkd.
Mahopac	L	2 WNW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W;hwy S	791	2	h40-*L4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pletyridge	L	2.9 NNE	1580	1	14		
Massapequa, Fitzmaurice		1.5 ENE;RR S					(ABANDONED)
(P)MASSENA, Richards	P	2.2 E;riv SE	205	2	h40-BL4-S5-W	F1	ARPT OF ENTRY.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60-S5	F1	No storage.
Mattituck	P	0.8 ESE;bay S	30	1	22-*L-S5	F3	
Medina	L	2 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N;RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven		1.3 NW					(ABANDONED).
Millbrook, Van Alen		7 NE;hwy S					ABANDONED.
← Millerton	L	1.5 N;pond NE					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only.N blkd;TV ant. NNE.
Monticello,Sullivan Co.	L	1.4 S;RR E	1500	1	36		INACTIVE.
" The Ranch		4 ENE;riv E					(ABANDONED).
Montour Falls, Martin	P	1 NE;RR W	460	1	20-S3	F1	
Mt. Morris	L	1.2 S;RR NE	800	2	13		(DANGER-SHORT FLD).Ruf.
Newark	L	1.3 NNW;RR N	490	1	19		INACTIVE.P-line NW.
New Baltimore, Farley's	P	1.8 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh,Stateside	L	5.3 NW;hwyS,NE	520	1	12		(DANGER-SHORT FIELD).
New City, Christie	P	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD).Soft-wet.
New York, Donovan-Hughes		14 SW Empire State Bldg.					(ABANDONED)
" Flushing	P	8 ENE Empire State Bldg.	4	aw	26-*L1,3-S5-U	F3	Major eng rprs only.SW, SSW blkd.Rgt tfc. N, NW;turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. Clsd to fighter type acft, mil acft xcpt those carrying high govt offls.Use rnwys. Clsd to motorless acft. No 80 octane avail.
(P) " LA GUARDIA	p	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd.FEE. Dikes N,E. Clsd to acft 105,000 lbs. N/S rnwy used for parking. Clsd to motorless acft.
" Richmond County	P	15.7 SW Empire State Bldg.	10	2	22-S3	F2	SE blkd. ruf.
" Rockaway	P	15 SE;ocean S	20	4	27-S3	F4	S blkd;p-line SE,SW.FEE. S end N/S strip
" Staten Island	P	15.5 SW Empire State Bldg.	45	2	h35-S5	F1	
(N,AF,NG) NIAGARA FALLS	P	5 E;RR 1.4 N	590	5	h76-BL*3,4,6-S1	F4	Use rnwys, turf hazardous.N/S Rnwy clsd hvy tfc. 2-way rdo rqrd. Ctn-jet opern.Overrun lgts.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S1	F1	
" Shawnee	L	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vicinity.
Northville, Plateau	L	2.5 E;crk S,W	1040	2	24		
Norwich, Eaton	P	2.5 N;RR,riv E	1019	3	24-*L1-S3	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	L	1.5 SE;riv W	285	3	30		ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE;riv N	1440	1	30-L4-S3-U	F1	Minor eng rprs only.P-line W.
" Midway	P	2.7 WNW;RR S	1510	2	18-S3	F1	Minor eng rprs only.
Oneonta	P	1.5 W;RR S,SE	1100	3	26-*L1-S5	F3	W,NNE blkd brush E.Use rnwys.
(A)Orchard Park	Field now Army Installation.						
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle-fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	P	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3 WNW;hwy N	1555	2	21-B*L-S5	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E;RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW, blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURG	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E;hwy S	460	1	20		CLOSED-wet holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S;crk NW	166	2	h34-*L2-S5-W	F4	Rot. bcn. 0.5 NE. Clsd ngts.
Prattsville	L	1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends, No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Clsd winters.
Rhinebeck, Cozine		0.5 SE;hwy NW					(ABANDONED)
← Richfield Springs, Davis	L	3 SSW;hwy W					ABANDONED.
Richland		0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 WNW;lk NW	650	3	22-S1		P-line NNW.
Riverhead		4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	P	3.7 SW;riv SE	560	5	h50-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd ngts.
" Genesee		6 S;RR N					ABANDONED.
" Hylan	P	6 S;hwy W	525	2	26-S5	F3	P-line NW. Ctn-glider activity in opern
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca		1.6 W;riv N					(ABANDONED).
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-B*L4-S1-W	F3	clsd.
Sayville	P	2 N;rd S	50	4	30-*L1-S5	F1	ENE.WNW.blkd;p-line E. FEE. N/S strip
Schenectady, Intercity	P	3.6 SSE;RR NE	340	1	24-S5	F1	NW blkd;p-line SW. Ctn-ruf.
(NG) " -County	P	3 N;RR SE	362	3	h50-BL4-S1	F4	Svcg on request 2300-0700.
Schuylerville, Garnsey's	P	2.1 S;riv E	100	1	31-S3	F1	No svcs blkd. Comb, opern with seaplane
← Scotia, Van Valkenburg	P	3.5 W;riv W,SW					ABANDONED. base.
Selkirk	P	0.7 W;hwy E	160	2	20		INACTIVE.P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Shelter Island, Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	L	1 N;crk S	540	1	22		
Sidney	P	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S;hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S3	F1	No svcg Sunday. No sto.
Smithtown Branch-Smithtown	L	3 SW;hwy S	50	2	21-S3	F2	No storage. SE, NW blkd.
← Spring Valley, County	L	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	419	3	h60-BL4,6-S5-W	F4	2-way rdo rqrd.
" Nedrow	P	5.5 S;hwy E	520	1	21-S1	F1	NNE blkd. Open wk-ends only durg wint.
Ticonderoga	L	2.7 NNE;rd E	210	2	32		Ruf, Mtn W to NW.
Troy	P	2 SSE;hwy W	325	3	20-BL2,3-S5	F4	Brush ENE.
Tupper Lake, O. W. D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW;hwy SW	540	aw	31-S5	F3	P-line SW. No storage.
(PC) " ONEIDA COUNTY	P	8 W,NW;RR,NE,NW	742	2	h50-BL4,6-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W. Break on N/S strip.
Victor-Farmington	L	3.2 ESE;RR I SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden, Newburg-Walden	P	2.2SSW;riv W	404	2	30-*L4-S3	F3	WNW blkd.
Wallington,Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
(PC)Wallkill, Ulster County		3 NW;bet rivs					ABANDONED.
Warwick	L	4.5 NE;RR NW	540	2	24-S3	F1	
← Waterloo	L	1 E;bet RR's					ABANDONED.
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F3	ARPT OF ENTRY. Use rnwys.
" Bradley	L	2 N;RR E	435	3	25		CLOSED. P-line W, SW.
Wellsville, Crowner	P	1 W;riv E,NE	1506	2	23-S3	F1	Skis winter.
Westport	L	2 S;hwy E	285	3	21		INACTIVE.
(NG)WHITE PLAINS, Westchester County	P	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NF;hwy SE	640	3	24-*L-S5	F1	Use NE/SW Strip with ctn when wet.
Wurtsboro-Mamakating	P	2 NE;RR SE	560	4	24-S5	F1	N, NW blkd, mtns ENE, S, SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Dolgeville	L	1 NE;hwy SW	930	1	15-S3	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E, S	380	1	25		Rolling.
Gloversville, Glove City	L	1.5 NE;hwy S	860	1	20		Mtns N.
Linlithgo, Webber's	P	0.8 SE	175	1	13-*L	F1	SE, NW blkd.
Weedsport, Whitford's	L	2.4 NNE;RR W	390	2	20-S3	F1	No storage. S blkd.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E, SE, W blkd;p-line NW. Rolling.
Ahoskie-Moto	L	3.3 N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5 ESE;RR SW	565	1	37-*L1-S5	F3	Rgt tfc NE.
Andrews-Murphy	P	2.2 W;hwy W	1696	1	47-S5	F3	Rgt tfc NE.
Asheboro	L	1.8 SSW;RR E	864	1	24		Closed.
(P)ASHEVILLE, Hendersonville	P	11.5 SSE;RR WNW	2103	3	h41-BL4-S5-W	F4	Rgt tfc S, SW.
" Owen's	P	2.3 SSW;riv S,E	1979	1	30-S5	F1	E,W blkd. Rgt tfc E.
(PC)Barco Flight Strip	L	2.4 W	19	1	h40		8000' strip avail. P-line SW.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42-*L1-S5	F3	
Black Mountain	P	1.8 WSW;lk NW	2268	1	25-S1	F1	Rgt tfc WSW.
Bladenboro	L	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4 SW	638	3	h37-*L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5 E;hwy N,E	640	1	h36-*L1-S5	F3	
Candor	L	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach		2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	L	3.8 NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-*L1-S5-U	F1	P-line SSE.
" Cannon	P	3 WNW	788	3	23-*L1,3-S5	F3	P-line NW.
" Delta Air Base	P	6.7 E;RR N	750	2	28		NW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(NG)CHARLOTTE,Douglas	P	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-W	F4	Unlgtd trees in apch zone.
" Plaza		5 NE;RR N					(ABANDONED).
China Grove	L	2.5 E;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S3	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
→ " Coley	L	2 SW					ABANDONED.
Creswell		0.5 N					(ABANDONED).
Draper, Tri-City	L	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	8.1 NE;riv N	310	2	26		NE blkd;p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd,N side soft.
Elizabeth City	L	4 SW	15	3	28	(F1)	
Elkin	L	3 S;hwy E	1100	2	24	F1	
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	P	1 SW;riv W	195	1	30-S1	F1	Holes N end. Rd crossing mid-point.
FAYETTEVILLE,Grannis	P	4 S;riv 2 E	188	3	h48-BL4-S5-W	F3	Usable length 4170' ngts.
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	P	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.
Gastonia	P	4.5 SSE;hwy SW	800	2	h33-*L1-S5	F1	P-line SE.
" Lynwood	P	1.3 SW	820	1	h16-S3	F1	NE end ruf. P-line SW, NE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
(AF)GOLDSBORO,Seymour Johnson		Arpt now Air Force Installation.					
Greensboro, Air Harbor	P	7 N;lk S	822	1	17-S5	F1	No storage. E end soft. Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	913	2	h45-BL4,5,6-S5-W	F4	Used by NG.
(PC)Greenville, Pitt-Greenville	P	1.8 NNW;riv W	25	3	h50-*L4-S1	F1	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
(P)HICKORY	P	2.2 W;riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	P	2.5 SSE;RR W	900	3	18-S5	F1	SE blkd;p-line NW. NW/SE Strip unusable.
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	P	3.7 NE;RR SE	51	1	28-*L4-S5	F1	
Julian, Gilmore	L	0.6 SE;RR N	760	1	13		N blkd.
Kannapolis	L	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7 NW;RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	L	3.5 SW;RR SE					ABANDONED.
" " Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)Kinston,Stalling Air Base	L	4.2 NNW	93	3	h50-BL4		AF primary contract school. Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri excpt emerg or prior approval. Lmtd svcg facs.
" Jackson	L	3.7 SW;crk W	40	2	25		Rd SW end of strip.
Lexington	P	2.3 SW;RR W	735	1	34-S3	F2	
Liberty		1.2 SE					(ABANDONED).
Lillington	C	1.1 NNE;hwy W	210	2	20-(S1)	(F1)	E,NW blkd.
Lincolnton, Burris	L	2.2 SW;RR SE	960	1	11		(HAZARDOUS-SHORT FLD). Ruf.
" Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. Rolling. N/S strip ruf, short.
(P)Lumberton	P	3 WSW;hwy NNW	126	3	h50-BL2-S5-W	F3	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-*L4-S3	F3	
Marion	L	2.3 N;riv N	1211	1	18		INACTIVE
(PC)Maxton, Laurinburg-Maxton	L	3.5 NNW;riv E					Now Air Force installation.
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23-*L4-S1	F1	E end soft.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-*L-S5	F2	P-lines SE, SSW, WSW.
Mooresville	L	2.5 SW;RR E	900	1	20		SE blkd. Rolling, ruf.
" Miller's	P	4.8 ENE;hwy N	875	1	18-S3	F1	E side of strip hazardous. No storage.
Morganton-Lenoir	L	7.5 NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mount Airy	P	2.2 SW	1050	2	20-*L1-(S3)	(F1)	ESE,S,WNW blkd. Ruf.
Mount Holly	L	2.8 NW;RR E	850	1	20-(S3)	(F1)	Atnd Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian		3 NW					(ABANDONED)
(P)NEW BERN, Simmons-Nott	P	2.5 SSE;riv N	18	2	h48-BL4-S5-W	F3	No storage.
North Wilkesboro	P	1.3 WSW;riv S	970	1	23-S5	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth,Mayo		1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	L	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE, W.
(P) " -DURHAM	P	10.5 NW;hwy NE	435	3	h45-BL4,5,6-S5-W	F4	Use hard surface-slick when wet.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville		3.2 SE					ABANDONED.
" Warf	P	3.8 SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	P	3 SW;hwy N	250	3	32	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3 N;RR E	97	2	h40-BL4-S5-W	F3	
Roxboro	L	7 NE;hwy W	600	1	24		
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F1	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	23-S3	F1	NE,SW blkd.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Shelby, Byers		3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5 N;hwy W	465	2	45-B*L4-S5	F4	FEE for Mult-eng acft purchasing less than minimums amount of service.
Spindale, McDonald	L	1.2 SSE;hwy W	1000	1	18		INACTIVE. P-line S. Ctn-steep grade.
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
Stanfield	L	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6 WSW;RR ESE	991	2	37-B*L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd. Rgt tfc NNE,SSW.
→ Tarboro	P	2 ESE;riv NNW	50	3	30-*L1-S1	F1	Closed.
Thomasville	L	3.5 ESE	860	1	14		CLOSED
Wadesboro	L	3.7 NNE;RR W	220	2	19		Ctn-ruf.
" W & L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace	L	0.8 N	50	1	16		(HAZARDOUS). Ruf. Soft when wet.
(PC)Washington	L	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,29,35.
White Lake Beach	L	0.2 NW	75	2	18		INACTIVE. N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h70-BL4,6-S5-W	F4	Use rnwys. Rnwy 5-23 clsd-const.
(PC)Wilson	P	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	
Windsor, Spivey	L	2.3 S;hwy W	17	1	17-(S1)	(F1)	WSW blkd.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5 NW;hwy E	324	1	21-S3	F1	Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hertford, Woodville	P	7.3 W;hwy S	15	3	19-S1	F1	F-lines SSE,S.
Dunn	P	2.7 N;RR E,W	215	1	25	(F1)	
Belmont	P	1.3 NE;riv E	650	1	20-(S3)	(F1)	P-line WNW. Ruf, rolling.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby	SEE: Westby, Montana						
Aneta		0.5 W NW;lk W					(ABANDONED).
→ Ashley	P	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	L	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd. P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S,SE.
(P)BISMARCK	P	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-S5-W	F4	NE blkd. N/S rnwy clsd ngt operns.
Bottineau	P	1 N;RR W	1645	3	30		E blkd;p-lines SE, W. Ctn-holes, ruf.
→ Bowman	P	1.5 W	3000	4	40-S3	F1	P-lines N,NE,NW. Major eng rprs only.
" Miller	P	1.2 SE	3000	3	30-*L-S3	F1	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
Brantford, Linderman	P	0.5 E;RR S	1510	2	28-(S3)	(F1)	N,S blkd.
Butte, Air Valley	L	1 SW;hwy N	1785	2	18		Rolling.
Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	L	1.3 W;RR N	1610	3	29-(S1)	(F1)	Ruf, holes.
(PC)Cavalier	L	0.7 SSW;hwy E	889	1	21	(F1)	300'SE end unusable.
Columbus	L	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	P	1.5 SE;RR W	1428	3	26-L1-S5	F1	No storage.
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1960	4	34-(S1)	(F1)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-B*L4-S5	F1	
" Bell	P	2 SSE	1450	4	30-*L1-S5	F3	
(P)Dickinson	P	5.8 S	2589	2	h54-BL1-S5-W	F3	Ditch W.
Douglas, Carlson		0.5 SE;lk S,W					(ABANDONED).
Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N, NW
Dunseith	L	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	L	1 NW;hwy N	1082	2	24		CLOSED.
(NG) FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	
" Sky Ranch		3.7 SSW					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1350	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Forman	L	1 N	1200	2	21	(F1)	Rolling, NE/SW Strip short.
Garrison	P	1 ESE	1920	3	23		HAZARDOUS Rolling.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E, NE blkd;trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9 ESE;RR W	820	2	25-S5	F1	
(P)GRAND FORKS INT'N'L	P	2.6 WNW;RRS.	836	3	h49-BL24-S5-W	F4	ARPT OF ENTRY.
(PC)Hankinson	L	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,E,SE,NW blkd,P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW ,NW. Use strips.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
Hettinger	P	1.2 NW;RR S	2675	4	32-S5	F1	N,NW blkd;p-line NE. Hill S. Ruf. Use strips. Ctn-apch from N,NE,NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	L	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	5	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd;p-lines N,NW.
Killdeer	L	0.1 S;hwy S, E	2100	2	19	(F1)	P-line W NW.
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	22	(F1)	
Langdon	L	1 W	1608	4	20	(F1)	N blkd; p-lines NE, NW.
" Chaput	L	0.7 NE;hwy S	1600	2	26-(S1)	(F1)	S blkd. Rolling. Ctn-holes.
Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	P	4 S;hwy W	1948	3	26		Rolling.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1880	3	26		N/S Strip short. Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	L	0.8 NW;hwy E	1480	3	30		E, SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld. Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W, NW blkd.
Milnor	L	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	P	5.5 WSW	1840	2	38-S5	F2	No storage.
(P) " PORT O'MINOT	P	1.6 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26		P-line S, SE.
Mott, Wyman	L	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W ,NW. Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N.E.
(PC)New Rockford, Tomlinson	P	1.3 N;RR W	1533	3	37-B*L4-S5	F1	N,NE blkd; p-line SE.
Noonan	L	0.5 SE	1980	3	20-(S1)	(F1)	NE blkd,Ctn-weeds.Use strips.
" Border	L	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F1	No Storage.
Oakes	L	0.8W;RR S.E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	P	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W. Ruf.
Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips.Bcn inop after 2400.
" Miller		5 SE;hwy W					(ABANDONED).
Pembina	P	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E,Rolling.Holes.
Ray	L	0.7 NNE;lk E	2160	2	21		
Rhame	L	1.5 SW	3150	aw	23-(S1)	(F1)	ESE,S,WSW blkd, N/S strip ruf.
→ Robinson	L	1 NW;RR S					ABANDONED.
Rolette	L	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5 N;RR SW	1818	2	24-B-S1	F1	
(PC) Rugby	P	1.9 NW;RR SW	1547	3	27-BL4-S5	F1	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish	L	1.4 W;riv E	1800	1	25		S blkd;trees N
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Selfridge	L	0.5 E;hwy N	2100	1	13		Very rolling. Ruf.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E,NE.Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd.N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
Stanley	L	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE;lk E	1450	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S5	F1	4600'strip avail. Unlgtd fence SE;p-line S.
Van Hook	L	1.8 W;RR N	1850	3	22-(S1)	(F1)	
(PC)Wahpeton	P	1 S;RR W	966	2	27-B-S5	F1	P-line NE. No storage
(PC)Walhalla	P	1 NE;hwy W	952	3	26-*L4-S3	F1	
Warwick, Campbell	L	8.4 S	1500	3	26		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Washburn,4,BIS-MOT	P	5.1 N	1908	2	40-BL2	(F1)	P-line W.
" Renner		1 NE;hwy W					(ABANDONED)
(PC)Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
(PC)Westhope	L	0.5 W;riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line W NW.
Williston, Chandler	P	3 W;RR SE	1910	2	26-S5	F1	S blkd. Unlgtd obstn NW.
(PC) " Sloulin	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300'strip avail. Rgt tfc SSE,E,NE.
" Wright	P	2.8 N	1876	4	26-*L3-S5-U	F3	P-line SW, W. Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
Wishek	L	1.2 SE;lk SW	2035	2	34		W blkd;p-line NW.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Leeds	L	0.5 SE	1503	1	21	(F1)	
Hazen	L	2.1 E;riv WNW	1900	2	17		N blkd, Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW,SE.
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S3	F1	
Ada	L	1.5 NNW;hwy E	945	1	19-(S1)	(F1)	Atnd-evenings,wk-ends.Use strip.Soft wet.
(N)Akron	P	3.4 SE;RR W	1051	5	h55-BL3, 4-S5	F3	ARPT OF ENTRY.500'S W end Rnwy 6-24 unlgtd.Use Rnwy 18R-36L at own risk.
(NG) " -CANTON	P	11 SSE;RR E	1228	3	h56-BL4,5-S4-W	F4	
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1052	2	26-S5	F1	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F1	P-lines E,SW. Rolling.
" Birtalan	P	2 ESE;hwy S	1077	1	23-S1	F1	S blkd. Ctn-bad apchs.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	3	22		P-line W. Rolling. ruf.
(PC)Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	P	3.5 ESE;rd NE	700	2	25-(S1)	(F1)	Atnd evenings, wk-ends only. NE blkd.
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston		3.2 WSW;rd E					(ABANDONED).
→ Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E,W.
Bedford-Miles Ave.	P	2.7 NE	1080	3	17-S5	F1	SE,SW,NW blkd. Rolling.
" Sportsman	P	2.5 SSE;RR E					ABANDONED.
Bellefontaine, Tanger	P	0.6 W;RR S	1190	1	19-*L!-S5	F1	NNE blkd;p-line SSW.
Bellevue, Sherck		4.3 SW					(ABANDONED)
Berea, James		2 ESE;bet RR, hwy					(ABANDONED).
Bethel		1 ESE	910				ABANDONED
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F1	P-line E. Rolling.
Bluffton	P	1.3 ESE hwys N,E	845	4	27-*L1-S1	F1	Soft when wet.
(PC)Bowling Green, University	P	1 NE;RR W	675	3	30-S5	F2	S,SW blkd. P-lines E,NE. Use rnwys.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
" Stombaugh		1 SSE;RR NE					(ABANDONED).
Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F1	NE blkd;p-line NW.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E,W.
Cambridge	P	2 N;hwy E	800	2	26-L2-S1	F1	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	30-S5	F3	NE,W,NW blkd;ridge SE. Rolling.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W.
Castalia, Smetzer	P	2.6 SW	690	2	28-*L1-S3-U	87	P-line W. Rolling.
Celina, Lakefield	P	5 S;hwy N	895	3	33-S5	F1	P-line N,W, Rolling
Chagrin Falls	P	3 E;hwy W	1220	4	26-S5	F1	N,NE,E,W,NW blkd. Rolling.
(PC)Chardon	P	2.8 S;lk E	1244	3	22-S3	F3	N,SE blkd;p-line NE. Rolling. Soft when wet. Use strips.
Chesapeake, Huntington	P	2 WSW;riv S	560	1	h28-L4-S5-W	F4	Stacks W.
Chillicothe, Jones	P	7.2 SE;RR SW	720	2	24-*L1-S3	F1	
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd.Ctn-dangerous to students,high winds and tk-offs WSW-hills.Soft-wet.
" Sky Park	P	2.2 N;bridge E	635	2	29-S5	F2	S,SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W,S,SW.
(P) " -Lunken	P	4.3 SE;riv SSW	488	3	h52-BL4-S5	F4	WSW blkd;p-line NNW.
" Crosley		11 NNE;RR E					ABANDONED
" Fernald Area A,E,C.		15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	P	10.5 W;riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood	P	9.5 NNW;hwy 1 W	830	1	h22-(S5)	(F1)	E blkd. Use rnwys.
" Mt. Healthy	L	9.3 NW;hwy E	882	2	22		NE, ENE, WSW blkd. Rgt tfc SW. Ruf. Rolling. NE,SE.
" Watson	C	9 NE	870	3	26-S5	F3	Use E/W strip when wet.E blkd.Rgt tfc E.
Circleville, Elsea	P	1.6 N;RR W	700	2	17-S5	F1	SSE blkd;p-line ENE.Use ENE/WSW with ctn

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Circleville, Thomas	L	2 WSW;hwy N	665	2	26		ARPT OF ENTRY
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3,4,5,7-S5-W	F3	Rnwy 5R-23L usuable lgt, acft only
" Brooklyn	P	5.5 SW	780	3	26-S5	F1	E, NE, W blkd, Soft when wet.
" -Lakefront	P	1 N	584	1	25-S3	F3	FEE. Avoid stadium. Call CLE for rdo for tfc pat. 22'unlgtd embank on E end of strip.
" Cuyahoga County	P	11.1 ENE;hwy W	855	2	30-S3-U	F3	SE,SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbus, Clickenger	P	6.2 SSE;RR E	748	3	27-S5-U	F2	P-lines N,NE,NW,SW,Ruf,
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N,NE,NW.
" Ohio State University	P	8 NNW;riv W	900	2	h22-B*L4-S1-U	F3	Use strips.
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys.
" Price	P	6 SE;bet RR's	760	2	20-*L4-S1	F1	Ruf off strips. Use rnwys. NE end-ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	NNE,NW blkd;p-line E.Exten ruf.Use lgts
Copley, Gibson	P	1.5 S;hwy E	1000	2	24-S3	F1	P-line E;windmill SE, Rolling.
Crooksville	L	2.5 S bet hwy,crk	760	1	13		N blkd.
(NG)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	At ngt when wet use rnwys. P-line SE.
" Dahio	P	8.5 W;hwy S	925	3	32-S5	F1	S,SW,W blkd.
" Neff	P	6 SW	720	3	17-S3	F1	
" South Dayton	P	5 SSW	754	4	h25-S1	F3	NW,SW blkd. Rgt tfc S,SE, SW.3100' strip avail. Ruf.
(PC)Defiance, Brvan-Defiance Memorial	P	5.2 NW;riv E	707	3	h30-*L4-S5-U	F3	4000' strip avail.S blkd. Use strips.P-line S.
Delaware	P	2.6 SW;RR N	960	3	25-S1	F1	h1600' rnwy avail on E/W Strip.Ctn-ditches.
Delta	L	1 SE;RR N	711	1	24-*L1-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool,Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW;RR N	1100	1	26		Lnd at own risk. N blkd, Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Elyria	P	1.5 SSW;RR NW	745	3	26-S3	F1	SE blkd;p-line S.
Findlay	P	1.5 SSW;hwy NW	800	2	h40-B*L4-S5-W	F3	S blkd,Rgt tfc E,Use rnwys.
Fostoria,Snyder	P	1.5 ENE;RR S	762	2	24-*L1-S3	F3	W blkd. Soft when wet.
Fremont, Slager	P	2 NW;RR SW	630	3	27-*L4-S5	F1	E,NE,SW blkd.P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
" -Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L1-S5	F1	Soft when wet,Use rnwys.
(PC)Gallipolis, Holzer	L	1.8 ENE;riv S	563	1	22-S1	F1	Use strip.
Galloway, Cardost	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts.Use strip.
Greenville, Lansdowne	P	2 ESE;RR N	1028	2	18-S5	F1	P-line N, N/S Strip ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S5	F1	W blkd. Rolling. 2800' E/W Strip under const, usable dry, E blkd.
Grove City,Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE;RR S	631	2	38-*L1-S5	F3	P-lines S,NW
" North Hamilton	L	4.5 NNE;RR W	620	1	23		P-line SSW.
Harrison	L	2 ESE;hwy SW	582	2	26-S1	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No sto.Acft rprs only.Rolling.
Hudson, Mid City	P	2 S	1080	3	31-*L-S1	F1	NE,SW blkd.Rolling.Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson,Shumate	L	8 SSE;RR NE	720	1	22		
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N,RR E	900	2	20-*L4-S5-U	F1	1800'E/W strip for ngt operns.E blkd. Use strips.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd, Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W;hwy S	1120	3	33-S5-U	F1	S, W blkd, Rolling.
Lake Milton, Milton	L	0.4 W;lk W	980	2	17		E blkd,Ruf,rolling.
Lancaster,Anchor Hocking	L	4.6 NW;hwy W	850	1	h35-L4-S3	F3	Trees E,p-line W.
LeRoy, Westfield	P	1.2 SSE;HR SW	1030	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW;RR NE	830	2	h35-B*L4-S5-U	F3	N blkd;p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	2	26		CLOSED. Rolling.
Logan		0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	P	2 WSW;RR N	610	2	29-S3	F1	NE,SE blkd.
" -Sky Port	P	1.5 WSW;RR N	610	2	29-S3	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	L	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE;RR N	1160	1	22-S5	F1	ENE blkd.
Macedonia, Miller	L	2 NNE;RR E	1152	aw	26		SE,NW blkd;p-line SW.Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	P	4 N;RR F	1296	4	h68-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnwys, strip.
" Gage	L	4.5 W;RR S	1360	2	13		E,W blkd.Rolling.
Marietta	P	1.8 ESE;riv N					ABANDONED.
MARION	P	4 ENE;HR S	991	3	h43-BL4-S5	F4	Use rnwys.
" -County	P	5.6 NE;hwy E	1000	2	35-*L3,4-S5-U	F1	N,NE blkd.Lnd SW only at ngt.S end rolling.
" Millers	L	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	P	4.2 S;hwy E				F1	ABANDONED.
Massillon, Noble		4.5 NNE					ABANDONED.
McComb	L	0.8 SSW;RR N	780	1	16-S1	F1	
Medina,Pritchard	L	3 WNW;hwy N	1030	2	23-S1	(F1)	P-line NE,S Soft-wet,Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd,Ruf.
(PC) Middletown	P	1.5 N;riv N	647	3	46-BL4-S5-U	F3	Rgt tfc S,SW,W.
Millersburg, Briar Hill	L	1 S;RR W	810	1	21-S1	F1	Rgt tfc S.Unusable when wet. Hill S;p-line N.
Minford, Knore	P	2 SE;riv S	670	2	24-S5	F1	P-line N,S, Rolling.
Mingo Junction,Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	P	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;p-line NE. Ctn when wet.
(PC) Mt.Vernon,Wynkoop	P	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd,Rolling.
Napoleon	L	1 N;RR SW	680	1	19-(S5)	(F1)	W blkd;p-line E. Rgt tfc W.
" Winters	L	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft - wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-S1	F1	
Newark	P	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only. S blkd.
New Holland,Tri-County	L	3 ESE;RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	F1	Narrow at intsxn of strips.
New Paris,New Westville	P	2.8 S;RR S	1180	3	21-S5	F1	E, NE, SE, NW blkd.
(PC) NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N,NW S,WNW.
Newton Falls	L	2 SW;RR E	950	1	22-(S1)	(F1)	Rolling.
North Bass Island,Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,N,S Strip soft-wet. Strip clsd.
Northfield-Sky Haven	P	1.9 SSE;hwy W	985	2	24-S1	F1	E,W,SW blkd.Rgt tfc W.Soft-wet, NE/SW
" Welcome	P	2.5 SSE;hwy W	1040	4	24-S3	F1	NNW,SE,SSE,SSW blkd. P-line W.Use strips
North Kingsville,Stout	P	1 E;bet RR's	710	3	30-(S3)	(F1)	SE blkd;p-line N.No storage.
North Lima, Elser	L	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N,SSE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
North Ridgeville,Strauss	P	2.5 ESE;hwy S	780	2	26-*L1-S3	F1	Acft parked N end N/S strip.Use strips. P-line S;house N.Soft-wet.
Norwalk Arpk	P	2 NNE;RR W	690	3	28-S1	F1	S,SW blkd.
Oakhill, Swann	P	1.2 ENE;RR W	800	2	20-S1	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-(S1)	(F1)	Atnd wk-ends. N blkd. Soft when wet.
Olmsted Falls	P	2 W;RR N	790	2	25-S3	F1	N blkd.
Ottawa, Putnam		1.7 ENE;hwy S					(ABANDONED)
(PC) Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd.Soft-wet.Ctn-cultivation.
Perry	L	2.3 NE;hwy N					ABANDONED.
Piqua	P	4 WNW;hwy S	1000	2	26-*L1-S5	F1	P-line S. Rolling.
Plain City	P	0.5 WSW;RR N	935	1	21-*L4-S1	F1	P-line W.
(PC) Port Clinton, Peninsular	P	3.5 E;hwy N	587	2	36-BL2-S1	F1	E blkd;p-line N.Caution-ruf.
Portsmouth, Raven Rock	P	3.5 WSW;riv SE	535	1	22-BL2-(S1)	(F1)	Rgt tfc NE.
Put-In-Bay	L	1.2 SSW on SE side of island	590	2	15		NW blkd.NE end Soft-wet.FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	20-L4-S3	F1	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F1)	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27-S1	F1	N, E blkd.
St. Clairsville,Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	P	3.9 SSE;RR W	620	2	27-S5	F1	ENE,SW,WSW blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-lines S,SE. ARPT OF ENTRY.
Shelby-Airstrip	P	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F3	SE,SW,W,NW blkd.
(PC) SPRINGFIELD	P	5.5 S;bet hwys	1049	3	h55-BL3,4-S3	F3	Use rnwys.
" Crabill		2.5 SE;RR E					ABANDONED
Steubenville,R G P Coal Co	L	4.5 W;hwy N	1160	1	32		Caution-loose slag.Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N;hwy E	750	1	26-S1	F1	E blkd.
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F1	Code ocn. 2130 to 0730.
(P) TOLEDO	P	8.2 SSE;RR NE	622	3	h42-BL3,4-S5-W	F4	P-line SW,W;chimney SE. Fuel unavail.
" Franklin	L	4.5 WNW	645	4	32		CLOSED.E,NE,NNE,NW,SE,SSW blkd.Use
" National	P	4.1 NNE	595	5	38-*L1-S5	F3	E, NE, S, SW, W blkd. At own risk.
Toronto, Dyer	L	1.5 NW	1050	2	22		NE/SW Strip clsd-stumps.Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F1	W and S ends strips low.
Urbana, Grimes	P	1.5 N;RR W	1055	3	35-BL4-S5-U	F3	
Van Wert	P	1 WSW;hwy S	788	2	h20-S5	F3	N/S rnwy clsd. Soft-wet.
Venice,Fernald USAEC		1.7 WSW;RR ISW					(ABANDONED)
Warren, Hall	L	3.5 ENE	900	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E;RR N	750	1	20-S5	F1	

F-fuel octane, ➤New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Waynesville, Sky Center	P	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington		0.5 N					(ABANDONED)
Wellston	P	3.3 S	710	1	24-S1	F1	S blkd.
West Milton, Lehman		2.5 W; crk W					(ABANDONED)
Weston, Williams		2.5 NNW					(ABANDONED)
Willard	P	1.2 S; hwy N	960	2	22-S5	F1	P-lines S, W. Rolling.
Willoughby		1.2 E					(ABANDONED)
→ " Euclid Ave		1.5 WSW; RR N					ABANDONED
" Lost Nation	P	3 N; lk NW	626	4	34-B*L3,4-S5-U	F3	S, SW, W, NW blkd.
→ Woodsfield	L	1 W; hwy E	1220	1	19-(S1)	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE; hwy SE	1150	4	32-*L1-S5	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
Xenia, Port Xenia	L	3.5 E; RR S	1050	1	20-S3	F1	P-line E.
(AF)YOUNGSTOWN	P	11.1 N; hwy E,S	1196	4	h75-BL4,7-S5-W	F1	2-way rdo rqrd.
" Austintown	P	5.7 WSW; hwy N	1175	2	31-S5-U	F3	E, W blkd. Rolling.
" Bird	P	2.6 NE; RR W	1057	3	23-*L-S5	F3	NE, W blkd; p-line E. Ruf. Rolling.
" Boardman	P	5 SSW; hwy N	1072	2	25-S5	F1	No take-off E. Soft when wet.
" Watson	P	3.8 E; lk S	1092	3	32-S1	F3	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	L	1 SSW; RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
" Briggs	P	6.4 NNE; riv W	780	2	18-S1	F1	E, S blkd; p-line N. Rolling, ruf.
" Commerce		6.5 N; riv E					(ABANDONED).
NEW AIRPORTS (or airports out of alphabetical alignment)							
Chatham, Spafford's	L	0.5 S	1053	1	16		SSE blkd. Rolling.
Warren, Skeet's	P	6 WNW; hwy 1 NE	910	1	26-*L4-(S1)	(F1)	N blkd.
→ Columbus, Darby Dan	P	11.3 W	935	1	h49-*L4		Use rnwy.
Fremont, Wagner	L	3.5 W; hwy N	650	1	26		N blkd. Ruf.
Salem, H-B	P	3.3 N; hwy E	1160	1	20-S1	F1	E blkd.
OKLAHOMA							
(PC)ADA	P	2 N; hwy W	1008	3	h50-BL2,4-S5	F3	Ruf.
" Myers	L	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
Afton, Monkey Island	P	7.8 SE; lk E	750	1	26-S1	F1	Rough.
(AF)Altus #1		Arpt now Air Force installation.					
Alva	P	1.8 SSW; hwy E	1470	2	h24-B*L4-S3	87	
Anadarko	P	1.5 SW; hwy N	1286	1	26-(S3)		
→ Ardmore 10, FTW-ICT	P	9.2 N; hwy E					ABANDONED JULY 1, 1954.
" Lake Murray State Park	L	1.2 SE; rd E	840	1	20		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	L	0.5 N; hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville		4 E; hwy 2 S					(ABANDONED)
" Hi-Way	P	3 NE; RR SE	680	4	28-*L4-S5	F1	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7 WNW; hwy S	715	2	h46-BL4-S1-W	F4	
Beaver City	L	1 SSW; hwy E	2500	3	25		P-line SE. Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W; hwy N	1059	3	31-BL2,3-S5	F1	P-lines N, NE.
" Mauk's	P	2.7 S; hwy E	987	2	24-*L4-S5-U	F1	W blkd; p-line E.
Boise City	L	3 N; hwy W	4200	2	24		Soft when wet.
(PC)Bristow	L	1.3 WNW; lk SE	878	1	h18		
Buffalo	P	0.6 NW	1965	3	22-(S4)	F1	P-lines N, S, SE.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff		4.1 SSE; hwy 1 S					(ABANDONED).
Canton	L	2.3 NNW; lk E,N	1660	1	24		
Chattanooga	L	4 SSW; hwy E	1140	3	h45		
(PC)Chickasha	P	4 NNW; riv S	1140	1	h38-S5	F3	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
→ Clinton	P	2.7 NE; RR W	1614	3	32-S5	F1	
(PC) " -Sherman, 14, AMA-STL	P	17 SW; hwy 2 E	1932	4	h65		CLOSED.
Colbert, Burns Run	L	4.3 W; lk W	634	1	22		Erosions.
(PC)Cordell	P	1 E; hwy S	1580	3	22-*L4-S3	F1	
(PC)Cushing	P	2 S; RR E	913	4	h52-B*L4-S5	87	
Davis, Flying L Ranch	L	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
Duncan, Halliburton	P	2 S; RR E	1125	3	h40-BL4-U	F3	SW blkd; p-line NE, NW. Use N-S Rnwy when
(PC)DURANT, Eaker	P	3.2 SSW; RR 1 E	703	3	h50-*L4-S1	F3	wet. (6500' strip avail)
(PC)Elk City	L	1.5 NE; hwy S	1981	3	h23		
Elmore City, Henninger	L	1.5 N; rd N	1100	1	20		

a-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
El Reno	L	1.5 SW; rd E	1400	2	26-*L4-S5	F1	E blkd.
(PC) " Mustang	P	5.3 SSW	1400	2	35-S5	F1	E/W strip ruf.
Enid, North	P	3.8 N; hwy W	1265	1	24		
(AF) " WOODRING	P	5 ESE; RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux).
← Erick, Haddock	L	1.4 SW; RR N	2098	4	25		P-line N. Ruf, Soft-wet.
Fairview, Fair-View	P	1.3 NNE; RR W	1300	2	25-BL4-S3	F1	P-line W.
(PC)Frederick	P	2.5 SSW; RR N	1233	4	h60-S3	F3	
(P)Gage, 13, AMA-MKC	P	1.8 SW; RR NW	2223	2	h54-BL4-(S4)-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC)Grandfield	L	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC)Guthrie	P	2 SSE; hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3200	2	26		P-line SSW
Hartshorne		1 NNW; RR S					(ABANDONED)
" Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade	L	1.3 E; crk N	800	1	24		
Heavener		2 N; RR W					(ABANDONED)
(P)Hobart	P	3.8 SE; hwy W	1562	3	h53-L4-S3-W	F3	
" Hunter's	L	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W Strip soft when wet.
(PC)HOLDENVILLE	P	1.2 WNW; hwy S	864	2	h32-B*L4-S1	F3	Use rnwys.
Hollis	L	1 N; hwy E	1720	1	22		Soft when wet.
Hominy	L	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW; RR E	2985	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
(PC)Idabel	L	1.3 NW; RR E	500	2	32-(S1)	(F1)	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
Kingfisher	P	1.3 NW; RR E	1060	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
← Laverne, Shepherd		2.5 SSW; hwy E					ABANDONED
LAWTON	P	2.3 SSW; hwy E	1108	3	h47-BL4-S5-U	F1	
" Lake Lawtonka	L	11.5 NNW; lk W	1360	1	23		Ruf. Min S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell		0.8 WSW Lexing-	1100	1	21		N blkd.
Lindsay	L	0.3 E; RR N ton					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	25-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	P	1.6 N; hwy E, S	1585	3	25-S5	F1	Ruf.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P)McALESTER, (New)	P	4 SSW; RR W	770	1	h40-BL4-S5-W	F1	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2 SW; RR SE	1090	3	24-S3	F1	No storage. Use rnwys.
(PC)MIAMI	P	2.2 NNW; RR E	811	2	h40-L4-S5	F1	Lgts on dusk to 2030, prior req other hrs.
Moore, Southside		0.6 NE; hwy W					(ABANDONED).
(PC)MUSKOGEE, Davis	P	6.4 S; hwy W	610	3	h57-B*L4		
" Hatbox	P	2.7 W; RR S	623	2	h38-B-S5	F3	
← Newkirk-Skypark	L	2.5 SE; lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5 SSW; hwy W	1165	aw	h18		
" Noble	L	3 SE, RR 1 hwy SW	1170	1	24		Ruf.
(P) NORMAN, Westheimer	P	2.7 NW, RR E	1187	4	h58-*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6 NNE; hwy W	600	2	26		Soft when wet. P-line W.
(PC)Okeene	L	0.7 SE; hwy N	1205	1	22		P-line N. Soft-wet.
Okemah	L	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
Oklahoma City, Downtown	P	2 SW; hwy E	1180	2	h34-L4-S5-U	F4	
" Kahle	P	7.3 S; hwy W	1250	2	24-S5	F1	
(NG) " WILL ROGERS	P	7 SW; hwy E	1283	4	h74-BL4,6,7-S5-W	F4	
" Wiley Post	P	7.9 NNW; lk W	1216	4	32-S5	F3	P-lines E, NE.
" Tulakes	P	8 WNW	1302	2	h43-BL4-S5-U	F3	
(PC)OKMULGEE	P	3 NNE; hwy W	715	3	h43-B*L4-S5	F1	
(PC)Olustee	L	2.3 S	1370	3	h45-(S1)		
(PC)Pauls Valley	P	2.1 S; hwy E	967	2	h33-B-S1	F1	Use rnwys.
Pawhuska	P	3.8 W; hwy S	1000	3	37	(F1)	P-lines SSE, S.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P)PONCA CITY	P	2 NNW; RR S	1014	2	h48-BL4-S5-W	F4	Rnwy 2-20 closed.
(PC)Pond Creek	L	0.5 SW; hwy N	1065	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW; hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
Sand Springs, Sims	P	5 NW; lk NE	750	1	27	F1	P-line S.
Sapulpa	L	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW; hwy E	1937	1	h50		
← " Archer	L	2.3 N; hwy W	1963	1	21-S5		No storage. Rolling.
(PC)Seminole	P	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel	L	0.8 SSW; RR W	1600	1	16		Ruf.
(PC)SHAWNEE	P	2 NW; RR SW	1080	3	h42-B*L4-S5	F1	Rgt tfc rnwys 13, 17, 21.
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC)Stillwater, Searcy	P	3.2 NNW; lk WSW	985	3	h50-B*L4-S5-U	F3	
Stillwell		1.4 N; RR W					(ABANDONED)
Stroud	P	3 N; hwy W	883	2	26-BL2		W blkd. Ruf.
Sulphur	L	1.5 NW; hwy S, E	1060	3	26		Ctn when wet. P-line S.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
Tahlequah	P	2 WNW;hwy S	870	2	h22-L4-U	F1	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	L	4.1 SSW	1300	2	36		P-lines N,E.
Tishomingo	L	2.6 S;lk S,W	640	1	28		Ruf,erosion,Gopher holes.
(NG)TULSA	P	6.2 NE;RR S	674	6	h100-BL4-S5-W	F4	
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5-U	F4	
" 15th Street		4 E;rd N					(ABANDONED).
" Stebbins	P	6 N;lk SE	650	4	24-S3	F1	P-lines SSW,S
" Cherokee	P	5.4SE;hwy N	731	3	h30-S5-U	F3	Use rnwys.
" -North	P	4.5 NNW;RR E	725	3	21		P-lines S,SE,SW,Rolling.
" Young	P	8.8 E;hwy N	750	4	24-S5	87	Rgt tfc strip 8.
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2265	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd.
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet. Cattle on fld.
Watonga	P	1.2 NW,hwy S	1460	2	26-*L4-S5	F1	
Waynoka, Kelsey	P	3.4 NNE;RR SE	1500	1	17		Cattle on fld. Ctn-wet.
← Weatherford	L	2.7 ENE;hwy S	1595	2	23		Ruf.
Woodward		1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2040	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-B*L4-S5	F1	
Yukon, Cimarron	L	4 WSW;hwy N	1350	4	41		
" Lakeview	L	2.7 E;hwy S	1275	2	20		P-line S, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	L	1.7 E;RR NW	600	1	24		P-line S.
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Altus	P	4.2 N;RR W	1426	3	31-L4-S1	87	P-line SE, SW. Soft-wet.
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
OREGON							
(PC)Albany	P	2.5 E;hwy NW	220	2	23-*L4-S5	F2	Ctn-loose gravel,low spots,Trees N,NE,S.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn. P-line S W.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld,Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1890	1	26-(S5)	(F2)	Ctn-vegetation,Use strip,P-line SE.
(PC)ASTORIA, Clatsop	P	3 SW;riv E	9	3	h58-BL4-S5	F2	Use rnwys.
Athena, Barrett	L	0.8 NW;RR N, E	1746	1	14		E side of strip blkd on N end,Ruf.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S5-W	F3	
" -Skycourt	P	4.8 NNW;hwy W&W	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD), Holes.
← Beaver Marsh, 73,RIV-DLS	P	1 SSW;hwy E	4630	1	54		
Beaverton, Bernard	P	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-L4-S5	F3	NW end NW/SE strip ruf.
Big Lake	L	16 W NW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE,Soft,unusable when wet,Cattle on fld,Holes.
							P-line SSE,Cattle-fld,Ctn-ruf.
Brothers	L	0.5 NE;hwy S	4643	1	21		
(PC)Burns	P	5.1 E;rd S	4141	2	h51-S3	F2	No storage.
" Davis	L	1.5 SW;hwys SE					ABANDONED.
Camas Valley, Ramona Prk	L	1.4 SW	1100	1	18		P-line E.
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	17		Rgt tfc WSW. Fence W end of strip. Soft when wet.
← Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct. 1.
Chiloquin	P	0.8 W	4188	1	36		P-line N. Soft when wet. Use with ctn at own risk.
← Condon	L	1 NE;RR W	2910	2	h18		Use strips,Soft off gravel when wet,SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction		1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		CLOSED Nov-May,SE blkd;ridge NW. Lnd to SE;tk-off NW. Soft when wet. NW blkd.
Crescent Lake, Odell Lake	L	2.2 NNE;hwy E	4845	1	39		Soft when wet.
Creswell, B & H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	P-line WSW. Use strip.
Dallas	L	1.2 N;hwy E	372	1	19		
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	L	3.8 WSW;ocean	214	1	h51		
Elgin		0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet,Ruf.
Eugene	P	1.6 SW	420	1	h23-S5	F3	Clsd acft over 10,000 lbs.
" MAHLON SWEET	P	8 NW;hwy E	365	3	h52-BL4,5-W		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N;hwy E	1050	1	27-S5	F3	Lnd to N;tk-off to S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds,ruf,rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE,Hill SSW.Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld,Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	P	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	Shoulders soft when wet.
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No Storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwy N	3745	1	29		E blkd. Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	L	1 SSW;hwy E	3690	2	45		Use at own risk,Cattle-fld,Soft-wet. P-line S.
(PC)Joseph	L	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S,SE,Cattle-fld,Soft-wet,400' NW end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4160	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS,Klamath	P	4.9 SSE;RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft,unusable-wet.
← Lakeside	L	0.3 NW;RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h33-BL4-S3	F2	
← Lapine, Stearns	SEE: Bend, Stearns Arpt under "NEW AIRPORTS"						
Lebanon	P	1.3 SW;rd N, S	340	1	35-S5	F3	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2 NW	2432	4	h88-B*L1-S5	F2	Req elec ear inop in high winds.
Malin	L	1 SE;RR W	4050	3	30		S,SSE blkd;p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE. Lnd from W;tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk,Soft-wet,Ruf. Sheep on fld May-Oct.
(P)MEDFORD	P	3.5 N;RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton,Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	Ctn hvy acft - wet. P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk.SSE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends,SW blkd;p-line NE,Ruf.
Myrtle Creek,Tri-City		4 SW;RR N, W					(ABANDONED)
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-S1	F2	Rgt tfc N.
(PC)Newport	P	4 S;hwy W	160	2	h51-L4-S1-U	F3	Ctn-elec. fence W edge NE/SW Rnwy and, S side S Taxiway, Stock on fld.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
← Nyssa		0.5 E					ABANDONED
(P)ONTARIO	P	2.5 W;hwy E	2190	2	h45-BL2,4-S5-W	F4	
← Oregon City, Sky Park	L	3 SE;hwy W					ABANDONED.
← Pacific City	P	0.2 S	5	1	18		CLOSED-CONSTRUCTION.
Paisley	L	1 NNE;hwy W	4500	1	31		Cattle on fld.
(P)PENDLETON	P	2.9 WNW;RR S	1493	3	h63-BL*4,6-S5-W	F4	Rnwy 25L-7R for lgt acft,Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk.Cattle-fld.
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE,SW,Ctn-floods,Ditch side of strip.
(AF,NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo req'd or by prior req.
← " R. O. K.	L	8.1 ESE;lk S					ABANDONED.
" Skylife	P	5.8 E;lk N	243	1	24-*L1-S5	F2	Rgt tfc W,Ruf.
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5	F2	Ctn-25' NE/SW strip unusable-rocks
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S5	F2	
(P)REDMOND, Roberts	P	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	524	1	h46-BL4-S5-W	F2	Unlgtd pole SE;hill N;p-line S. Avoid hospital SW.
" Felt	P	3 W,NW,riv SE	500	1	19-S5	F2	
←(N)SALEM, McNary	P	2.2 SSE;RR SW	207	2	h55-B*L4-S5-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34. these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR hwy W	55	1	h40-*L1-(S1)	(F3)	Svcg fuel by prior req wk-days.
Seneca	L	0.7 N;riv SW	4660	2	15		INACTIVE. Ruf, Soft-wet. Hill SSE.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N,S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E,NE.
Springfield	P	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet. Use center of strip.
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Sutherlin-Valley	P	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag.Soft off gravel when wet.
Sweet Home, Langmack	P	2 E;RR,hwy N	650	1	25-S5	F3	W blkd, Lgt acft when wet.Major eng rprs only.
(P)THE DALLES	P	1.7 ENE;riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E;hwy N	55	1	21		Ltd at own risk.Rgt tfc W NW.Brush ESE.
(N) " -Coastway #2	L	3 SE;riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam,Toketee USFS	L	14 WNW Diamond Lake	3300	1	24		Rolling
Troutdale	P	1 NW;riv E	36	1	h46-BL2-S5	F3	
Ukiah	L	1 NW;hwy W	3400	2	16		
Vale Strip	L	1.5 SSW;river E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Figt.	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa,Sasser Figt Strip	L	1.4S;RR NE	3200	1	23		weeds.
Wasco	L	0.4 E;RR SW	1420	1	22		Lnd E,tk-off W -grade Dangerous ruf,
Woodburn	L	2.8 WNW;RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S;RR NW	4080	2	39		P-lines NNE. WNW. Use at own risk. Soft-wet. Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Brookings,Crissey State Line	L	5 SE;Ocean W	16	1	18		
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.Soft when wet.
← Bend,Stearns	L	13.6 NNE;riv SW	4170	1	33		CLOSED-CONSTRUCTION.
PENNSYLVANIA							
(P)ALLENTOWN-Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL2,3,4-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
(PC)Altoona, Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	P	2.8 WSW	320	3	25-L4-S5-U	F3	
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F1	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-*L3,4-S5-U	F3	
Beaver Falls, Patterson Hgts	P	1.5 S;riv NE	1082	1	27-S3	F1	Rgt tfc S.
Beaver Meadows,Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd;p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Bellefonte,Spring Township		4.3 ESE;hwy S					ABANDONED.
Berwick	P	2.2 ENE	620	2	21-S3	F1	E blkd;p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	P	1.7 ENE;hwy S	582	1	30-S5-U	F1	
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED).P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-BL2,3-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-(S3)	(F1)	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4-S3	F3	Use rnwys.
← Bristol, 3 M	P	2 N;riv SE	35	2	h38- *L1-S4	F3	
Brookville,45A,CHI-LGA	P	2 WSW;RR E	1416	1	22-BL2-W		
Butler	P	2.8 WNW;hwy adj	1340	3	27-S5	F3	ESE,WNW blkd;p-line SE.Rgt tfc tk-off W to avoid hospital. Rolling.
" Graham	P	6.2 SSW;crk NW	1248	2	h40-B*L1-S5-U	F4	
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Canadensis, Barrett	L	1.8 N	1450	2	20-(S1)	Clsd	-vegetation,hazardous ruts,NNE,SSE blkd.
Chambersburg		1.2 SE;RR S					(ABANDONED)
" Sunset	P	3.5 NNE;RR NW	670	3	24-S3	F1	W blkd;p-lines E, NNE.
← Chester, Benedict	P	6.5 W	400	2	20-*L4-S3	F1	
" Buckman	L	2.3 WSW;riv SE	90	3	18		CLOSED.
Clarion, Cramer		1 ENE;riv N					(ABANDONED)
Clearfield	P	1.5 WSW;RR SE	1220	2	21-S3	F1	E blkd;p-line NE.Rgt tfc E,NE,SE.Ruf.
Clifford, Carbondale-Clifford	P	1 E	1400	3	22-S3	F1	S end W NW/ESE strip unusable.P-line ESE
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE,NW blkd.Soft when wet.
Collegeville,Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E,NE blkd.
Conneaut Lake	P	1.7 SW;RR 1 S	1250	2	18-S3	F1	SE blkd.
(PC)CONNELLSVILLE	P	5.2 SW;hwy E	1250	3	h34-BL4-S5	F3	
Conway-Pittsburgh	P	0.4 NE;RR W	950	3	19-*L1-S5	F1	
Corry, Port Lawrence	L	1.2S;RR N	1745	3	22-(S1)	(F1)	Closed-winters.
Coudersport, Potato City	L	7.5 ESE;hwy N	2480	2	19		INACTIVE.
Cresson	P	1 NE;RR,hwy S	2240	2	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Culmerville	P	0.7 NNW	1220	2	18-*L1-S3	F2	SSE blkd.
Danville	P	2.2 SW;riv N	480	3	22-*L1-S3	F1	Hills SSE, SSW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	19-S3	F1	SW blkd. discretion.
(PC)DuBois	L	1.7 ESE;RR NE	1575	3	29	(F1)	Atnd wk-ends and on call. Use at own
Duncansville,Altoona-Duncansville		1 SW;hwy N					ABANDONED.
Eagles Mere	L	1.9 SW;lk SW	1908	1	22		
Easton	P	3.8 NNW;hwy E	380	4	22-*L4-S5-U	F3	P-line NNE.
" Bethlehem-Easton	P	4.7 SW;hwy N	360	2	28-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7 SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8 NW;hwy W	100	2	21-S5	F1	NE, WSW blkd. Mrkd terrace WS W end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	P	2.2 NE	1452	2	24-(S3)	(F1)	
Emmaus	P	1.3 W	435	3	18-S3	F1	E, NNE blkd.
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns, p-lines, tank surd fld.
Erie-County	P	11.6 SW;hwy N	805	3	27-S5-U	F2	ENE, S,SE,NW blkd.
(P) " PORT ERIE	P	6 WSW;hwy SW	732	3	h46-BL4,5,6-S5-W	F4	N, S blkd;p-lines E, NE.
Finleyville	P	0.7 SW;RR NE	1160	1	23-S3	F1	
(PC)FRANKLIN. Chess Lamberton	P	1.8 SW;hwy N, E	1540	2	h37-*L4-W-U	F1	
• Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	E apch poor.
Galeton, Cherry Springs	P	10 SW	2330	1	32-S5	F1	Ctn-surd by trees.
Gettysburg	P	2.8 NW;twr E	600	3	21-S3	F1	
Gordon	P	2 WSW	960	4	18-S1	F1	Mtn S, SE. Rgt tfc strip 31
Granville, Cargill	P	1.5 SW;riv SW	490	1	21-S3	F1	
Greensburg	P	2.3 SE;lk E	1280	3	24-B*L1-S3	F1	
Hallstead	P	1 SSE;crk W	880	1	20-S3	F1	
Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L4-S5-U	F3	
(NG)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	P-line ESE; hill SSW.
" Skyport	P	5 W;crk N	420	3	22-*L2-S5	F1	
Hawley, Mtn Bay	L	7.3 SSW	1460	2	22-*L1-(S1)	(F1)	Atnd wk-ends only. Hill SSE.
Hazelton-Reifenberg	P	5.8 NNW	1146	3	20-S3	F1	
← Hershey	P	1.1 NNW	415	1	21-S5-U	F3	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon		1 S;RR N					(ABANDONED).
Indiana	P	3 ENE	1407	2	32		
← Irwin	P	0.5 W				F1	ABANDONED.
Jeannette		4 NW					(ABANDONED).
Jersey Shore	L	2.2 E;riv N	540	2	28-(S3)	(F1)	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-B*L4-S5-U	F3	
Karthus, Pine Glen	L	4.3 SE;hwy SW	1560	3	23		N, S, SW blkd
← Kearsarge, Erie City		0.5 W;hwy E					ABANDONED
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kyjertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster		1.3 NNW;RR SW					(ABANDONED).
" Garden Spot	P	5 W;hwy N	420	3	25-S5	F1	W,WSW blkd.
(PC) " MUNICIPAL	P	5.5 N;hwy W	401	2	h41-BL4-S5	F4	Ctn-sinkholes. Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4 SSW;hwy N	1144	2	h22-S3	F1	
Leechburg	P	1.6 SE	960	2	20-*L1-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 W NW	480	1	32-S3	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW;hill W.
← " Krouts	P	6 NE;twrs N	660	1	22	F1	
Linesville, Merry's Pymatuning	P	1.5 NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4-S5-W-U	F3	Mtn N, S.
← Malvern, Paoli-Malvern	P	1.3 SSE	460	2	23-S5	F1	NNE,ESE blkd.Rgt tfc N,E.
Marchand, Braebreeze	L	0.3 N;hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry		5.2 W					(ABANDONED)
(P)MARTINSBURG, Blair County	P	0.9 SE;RR W	1493	2	h43-BL2-S5-W	F3	Use rnwys.
Matamoras	P	0.5 SSE	450	2	32-*L2-S5	F1	Rgt tfc N, NE. h17 rnwy avail.
(PC)Meadville,Port Meadville	P	3.4 W;hwy S	1400	2	h32		SE blkd. Rgt tfc rnwys 5, 27, 20.
Mercer		4.8 NNE;RR W					(ABANDONED)
Milton	P	0.8 S;RR,hwy W	450	3	25-S3	F1	SW, WNW blkd.
Monongahela,N,B,C.	P	5 E;hwy N	1240	2	17-S3	F1	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc strips 3,36.P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	2	21-S5	F1	E, SE blkd
Mount Jewett	P	0.8 ESE;hwy N	2240	3	19-(S1)	(F1)	Closed-winters.
Mount Joy, Donegal	P	4 WSW	440	2	22-*L1-S5-U	F1	SSW blkd

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		PENNSYLVANIA					
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-(S3)	(F1)	Gulley NW, Rolling.
Mount Pocono	P	1.5 NW; RR W	1925	2	h26-B*L4-S3	F3	3200' Strip avail. Atnd irregularly Wints.
(PC) Mount Union	P	4 S; hwy E	560	3	28-S5	87	Mtn W. Soft-wet. Ctn-ditch. Use strips.
Muncy, Skyview Acres		1.4 NE					(ABANDONED)
Murdockville, Sunnyhill	L	1.7 SSE	1165	2	22		INACTIVE.
New Alexandria		1.5 ENE; hwy N					(ABANDONED)
New Bloomfield	P	1.3 SSE; hwy NE	760	2	23-S3-U	F1	
New Castle	P	4 WNW; hwy SE	1072	2	h29-S3	F3	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3 E; RR NW	460	2	21-S3	F1	
New Kingston, Taylor	P	0.5 SE; RR S	440	2	26-S5	F3	
Norristown, Patco		3 SE; lk ESE					(ABANDONED).
" Valley Forge	P	4 WNW; riv 1 S	250	1	23-S5	F3	E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1 NNW; hwy E	1560	2	h22-S3	F1	Ruf.
Oscelon Mills	L	0.5 NE; hwy N	1640	2	14-(S1)	(F1)	
Oxford	P	3.5 SSW; hwy W	520	2	21-S3	F1	SSW, W NW blkd.
Paoli, Main Line		2.8 WNW; hwy S					(ABANDONED)
(P) Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys. Rnwy 12-30 perm clsd. 2-way rdo rqrd.
(NG) " -INTERNATIONAL	P	6.5 SW; riv S SW	10	3	h73-BL4A7-S5-W	F4	Rnwy 27 designated calm wind Rnwy.
(P) Philipsburg, 51A, CHI-LGA	P	7 E; hwy N	1933	2	50-BL2-W	F3	3000' paved.
" ALBERT	P	5.5 NNW; hwy N	1750	3	36-BL4-S3	F3	NE blkd.
Phoenixville	L	2.5 NNE	320	2	21-(S3)	(F1)	WSW blkd; p-line ENE. Soft-wet.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
PITTSBURGH, Allegheny Co.	P	5.3 S	1252	3	h55-RL23.5-S5	F3	Rdo rcvr req. Rgt tfc lndg Rnwys 27, 30.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h80-BL4,5,6	F4	FEE. Exten jet flying.
" East Pittsburgh	P	10 ESE; lk N	1150	2	21-S5	F1	
" Mayer	P	10 WSW	900	2	14-S1	F1	E blkd. Rgt tfc to W. SW.
" Pitt-Wilkins		8 E; RR 1.5 S					(ABANDONED)
Portland, Price	L	1 SE; riv E	300	1	19		P-line SE. Soft-wet.
Pottstown	P	4.5 E; riv 2 SW	311	3	26-S5-U	F1	E, NW blkd. p-line, TV aerial NE, bldgs SE.
" Municipal	P	1.7 NW; rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE; lk SE	510	2	28-*L-S1	F3	Hills ENE, WSW. U shaped lk 3.5 mi SW.
Prospectville, Turner	P	1 NW	375	3	23-S3-U	F1	SSW blkd.
Punxsutawney	P	3 NE; hwy S	1470	2	22-S1	F1	WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-*L1-S3	F1	W blkd. Rgt tfc S. W.
(NG) " GENERAL SPAATZ	P	3 NW; riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N; RR SW	360				CLOSED-CONSTRUCTION.
Red Lion, Warners	P	1.2 WSW; RR N	940	2	19-S3	F1	
(PC) Reedsville, Mifflin County	P	2.7 N; hwy W	830	2	29-*L4-S5	F3	
Ridgway, Green's	P	4 NW; hwy 1 E	1720	2	21*L1-S1	F1	
Rochester, Conway Pittsburgh	SEE: Conway-Pittsburgh Arpt, under "NEW AIRPORTS"						
Rushland, Evoy	L	1 WNW	210	2	18		Soft when wet
(PC) St. Mary's	P	3.1 ESE; RR W	1911	1	35-S5	F1	
Salix	L	0.6 S; RR NW	2200	3	29-*L1-S5	F3	W blkd.
Sayre, Blue Swan	P	2.7 WNW; riv E	800	1	27-S5	F1	2000' overrun on W end. Rgt tfc W.
" Chemung Valley	SEE: Athens, Chemung Valley Arpt, under "NEW AIRPORTS"						
Scranton	P	7.2 WNW; RR 3 NE	1179	2	h24-B*L2-S5-U	F3	
Seneca	P	0.9 SW; hwy E	1490	2	24		Closed wint
Shamokin	P	3.5 N; hwy E, S	900	2	18-S5	F3	
Sharon	P	3.2 ESE	1140	3	24-S1	F3	
Sharpsville	L	3 ENE; rd SW	1110	2	18		
Shippensburg	L	3.1 E; RR S	760	2	18-S1		
Somerset-County	P	4 NE; rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3	F3	FEE.
Stroudsburg-Hamlen	P	3 NNE; hwy S	480	1	21-S5	F1	
(PC) Sunbury	P	2 NNE on island	443	1	30-S5	F3	
Tarentum, Allegheny Valley	P	4.2 W; RR W	1125	2	24-(S5)	(F1)	Unattended. No svcg Fri.
Titusville	P	3.7 WSW	1600	2	23-S5	F1	
(PC) Towanda	P	1.5 SSE	700	2	h25-S5	F1	
Trexlertown	P	0.7 E; hwy N	400	2	20-S3	F1	
Tunkhannock, Skyhaven	P	0.8 S; riv N, E	639	2	20-S1	F3	Mtn S. NE/SW Strip not maintd.
Tyrone-Speedway	L	4.2 SW; riv S	965	2	22		CLOSED. Mtn S.
Union City	L	2.4 W; RR N	1250	2	22		CLOSED. E blkd.
Utahville	P	0.8 NW; RR S	1800	2	18-S3	F1	
Vandergrift	P	2 WNW	1000	2	23-S1	F1	E blkd. P-line NW.
Warren	L	2 WSW; riv S	1100	2	h22-(S1)	(F1)	Mtn NE, SW.
Washington	P	3.2 SW	1240	3	21-*L1-S5-U	F1	Hill NW.
(PC) Waynesburg, Greene County	P	2.7 E	1100	3	30-*L4-S3	F3	Hill NE, SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	P-line SE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		PENNSYLVANIA					
→ West Chester	P	2.5 NE	470	2	26-S5-U	F3	S side of W apch blkd. P-line E.
West Middlesex	P	2.8 W; hwy N	1090	2	27-S3	F1	SE blkd.
(P) WILKES-BARRE-Scranton	P	10 NE; riv 1 N	956	3	h52-BL4-W	F4	Rgt tfc on mrkd rnwys. Equip. on fld.
" -Wyoming Valley	P	3.5 NNE; riv SE	546	3	h34-BL2-S5	F3	Golf rng adj NE of fld p-line N; unmrkd
→ Wilkinsburg-Pittsburgh	P	6 E; hwy S	1180	1	23-S3-W	F2	Rgt tfc SW. poles SW. Equip fld-dike const.
Williamsburg	L	1.8 W	1140	2	29		CLOSED W end. ESE, WNW ruf. NE blkd; p-line WNW.
(P) WILLIAMSPORT	P	5.1 E; RR N	528	4	h43-BL4-S5-W	F4	NW blkd; p-line WNW.
→ York	P	1.8 NW	390	1	32-S5-U	F3	E blkd.
" Whitehall		3 ENE; RR N					(ABANDONED).
Youngsville, Brokenstraw	P	2.6 W; RR S	1230	2	20-S3	F1	P-line SW; hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	P	3 NNE; riv W	500	2	22-S1	F1	Use strips.
Athens, Chemung Valley	L	1.8 NNW; RR N	850	2	27		CLOSED. E blkd.
→ Hazleton	L	1.5 N	1600	2	h40	F1	Use E/W Rnwy only.
→ Beaver Falls-Beaver County	L	4 NW	1247	2	h20-S3-U	F2	3800' strip avail. Drive-in Theater 1000' W end N/S strip.
		RHODE ISLAND					
Berkeley	P	0.4 WNW; riv W	75	1	21-S5	F2	No storage. SSE blkd. Ruf.
Block Island-State	P	1 WSW; rd W	105	1	h20-BL4		Lgts by elec ear.
Coventry	P	2.8 ESE; hwy S	260	1	18-S5	F1	No storage. Use strip.
Greene, Riconn	L	1.8 WNW; RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Middletown, Newport	P	1 SSE	160	2	32-S5	F3	2330 paved rnwy avail. P-lines ESE, NNE.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	55	4	h55-BL4, 6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd nghts. Use rnwys.
→ Smithfield	P	0.5 ESE; RR W	400	1	18-S5	F2	NNW blkd.
" NO. CENTRAL STATE	P	3.1 E	429	1	h50-BL6-S1-W-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE; riv E	81	2	h40-BL4-S1	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
		SOUTH CAROLINA					
Abbeville, Davis	P	2 SSE; rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-B*L4-S3	F1	No storage.
Allendale, Williams	L	1.5 NE	180	3	31		INACTIVE.
(P) ANDERSON	P	3.2 WSW; hwys N, S	783	2	h50-BL4-S5-W	F3	Equip on fld 0800-1700 daily except Sat, Sun.
Andrews, Overton	L	2 SW	34	3	32-(S1)	(F1)	Ctn-ditches. P-line N. Use rnwys.
Bamberg, Carlisle	P	4 ESE; riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC) Barnwell-County	P	1 WNW; hwy NE	235	3	h53-*L4-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
(PC) Beaufort-County	P	4 NW	38	4	h60-BL4-S5	F3	
Bennettsville	L	3.4 NNW; hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE; bet RR hwy	190	3	32-B*L4-S5-W	F1	Ctn-bad apchs SE blkd.
Bishopville	L	1.8 NNE; hwy SSW	220	2	18		Holes E end E/W Strip - hazardous.
→ Calhoun Falls, Bentley	C	3.4 ENE; hwy S	500	2	21		CLOSED
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-*L-S5	F3	
(AF,N) CHARLESTON AFB	P	9.8 NW; hwy NE	45	3	h70-BL4-6-S5-W	F4	Open to civilian acft, 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW; riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW; riv E	16	3	h50-S3	F1	No storage. Use rnwys.
" Truluck		5.5 W; RR N					(ABANDONED).
Cheraw	L	4.2 WNW; hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	L	2.4 ENE; hwy NW	900	2	20	(F1)	E side N end of N-S strip eroded. Soft-wet. Use strips.
(P)COLUMBIA	P	6.5 SW; RR SE	244	3	h52-BL2,4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36-*L2,3-S5	F3	Rgt tfc SE, NE. Obstns sur fld. Use rnwys.
(PC)Crescent Beach, Ocean Drive	L	1.3 WNW; hwy SE	33	1	h60		
(PC)Darlington-Co. Flgt Strip	P	10 N; bet hwys	190	3	h50	(F1)	
Dillon, Lee		3 NNE; RR E					(ABANDONED).
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE; RR W	110	1	24-S1	F1	P-line SSW.
(P)FLORENCE	P	3 ESE; bet RR, hwy	146	3	h60-BL4-S1-W	F4	Trucks on fld intermittently days.
(PC)Georgetown County	P	4 S; hwy NW	39	3	h50-BL4-S3	F3	
(P)GREENVILLE	P	3.2 E	1049	4	h54-BL4,6-S5-W	F3	Rnwy 15-33 clsd. Use rnwys. eroded.
" Jones University	L	4.2 NNW	1006	3	21-S1		ESE, SE, NNW, WNW blkd. Strips intsxns
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-L4-S3	F1	
Hampton-Varnville	L	1.6 E; RR, hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE; hwy S	230	2	24-(S1)	(F1)	W blkd. Rgt tfc W/SW. Ruf.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE; ocean ESE	8	1	18		
Joana, Crawford		1 SE Goldville	600				(ABANDONED)
Kershaw	L	4 S; hwy, RR W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S; hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW; hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW; hwy N, NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3 S	72	3	34-BL2		E, ESE blkd. Ctn-low spot.
(PC)Laurens	L	2.3 E; hwy S	700	2	26-*L1-S5	F1	SW blkd.
Moncks Corner	L	1.3 WSW	70	2	22		
(P)MYRTLE BEACH	P	3 WSW; hwy N	24	2	h50-BL4-S1-W	F1	Equip on fld intermit. Rnwys usable-ctn.
Newberry	P	2.3 NNW; RR NE	565	2	22-*L4-S3	F1	P-line E. Use strips. Ruf.
Nichols	P	0.5 SSE; riv S	70	2	20-S5	F1	WNW/ESE strip soft.
Orangeburg	P	2.3 S	190	2	25-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW; hwy E	75	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	P	2.7 SW; lk S	630	3	28	F1	ESE blkd, Soft-wet.
(P)SPARTANBURG Memorial	P	2.5 SW; hwy SE	816	3	h44-BL4-S5-W	F4	Weather reports avail 0600-2200.
Summerton, Grayson	L	0.7 ENE; hwys SE	138	1	13		
Sumter	P	2 WNW; lk S	180	aw	32-S5	F1	P-line ESE.
Timmonsville, Huggins	P	1 ENE; hwy N	149	1	21-S5	F3	E/W Strip perm clsd. Ctn lndg-cross winds.
Trenton	P	1.2 E	600	2	22-S1	F1	
(PC)Walterboro	P	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW; hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH DAKOTA							
(P)ABERDEEN(Saunders)	P	2.9 E; hwy N	1300	2	h49-BL4,6-S5-W	F3	Use rnwys. Rnwys rstd to acft 26,000 lbs. or less.
Belle Fourche, Bus	P	1 NW; RR S	3140	2	30-S5	F1	NE blkd; p-line SW. Use strips. Soft-wet.
Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
← Britton	P	2 N; RR W	1350	3	25-BL4	F2	Use strips.
(PC)BROOKINGS	P	1.2 SW; RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B		Use strips.
Canton	L	1.8 E; hwy N	1250	2	21		Lgt acft only. Hills SE. Rolling. ruf Use strips.
Chamberlain	P	1.3 SSE; hwy E	1740	2	25-(S5)	(F1)	S blkd; screen SE. Soft-wet. Use strips.
Dupree, Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-*L1-S5	F1	
Estelline	L	0.5 SW; hwy N, E	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW; RR E	1910	3	23		Use strips.
Fairburn, Custer State Park	L	7.2 WNW; crk S	4000	1	28	(F1)	Custer State Game Lodge, 2 NNW.
Faith	L	0.4 N	2572	1	25-B		Use strip.
← Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
← Flandreau	L	3 S; hwy N, E	1680	2	26-*L1		N, NE, NW blkd. Use strips.
Frederick, Niva	L	0.8 SE	1390	1	20		Ruf. Soft when wet. Use strip.
Gettysburg	L	1.5 S	2082	3	26		Ctn-not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE; hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE; RR S	2200	3	28-S5	F1	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
HOT SPRINGS	P	6.2 SE; hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW; rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	P	1.3 NW; RR SE	1287	3	h51-BL2,6-S5-W	F4	
Isabel	L	0.5 SW; RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	L	1.5 WSW; hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
← Lake Andes	P	1 WSW; lk 1.4 E	1486	2	27	F1	
Lemmon	P	3 SE; hwy N	2516	3	26-B*L1-S3	F1	Use strips.
Lennox, Skie	P	4.1 SE; hwy W	1325	2	26-*L4-S1	F1	Use strips.
Madison	L	3.7 ENE; hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC)Martin, Bennett County	L	4.4 SSE; riv N	3325	3	25		N, NE, E, NW blkd. Use strips. Ctn-ruf.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E; hwy S	1585	2	28-(S1)	F1	SE, SW blkd. Soft-wet. Use strips. NW/SE strip clsd-const
(PC)MITCHELL	P	4.3N; lk S	1293	2	h67-B*L4-S5	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1621	4	31-B-S1	F1	NE blkd; p-lines E, SE.
Murdo	L	1 WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
(PC)Newell, City of Newell	P	0.2 S	2825	3	27-(S1)	(F1)	N, SE blkd.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	33-S5-U	F3	Rgt tfc S. P-line SE. Use strips.
Onida	L	2 W; hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	L	1 NE; hwy S, E	1340	2	25	(F1)	
← Parkston, Cliff's	P	1.1 SSE; hwy adj	1310	1	13-S3	F1	Lgt acft only. Soft when wet.
Philip, 31, CYS-HON	P	3.6 E; hwy N	2210	2	40-BL2-S5-W	F1	N, NE blkd.
(P)PIERRE	P	3 ENE; hwy N	1742	3	h72-BL4, 6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE; hwy W	1618	4	28	(F1)	E, S, SE blkd; p-lines N, NE. N end ruf.
Presho	L	0.8 NW; RR S	1800	3	26	(F1)	E, N, NE, NW blkd; p-line S. Ruf. Use strips. Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	27-*L1-S5-U	F3	
Redfield	L	1 SSW; hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	L	6 E; bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
← Reliance, Fletcher	L	2 SE; hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S; hwy W	1790	3	30	(F1)	Use strips. Ruf.
(NG)SIOUX FALLS	P	2.6 NNW; riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
Sisseton	P	2.9 ENE	1170	3	30-B*L4-(S1)	(F1)	Use strips.
(PC)SPEARFISH, Black Hills	P	4 E	3929	4	51-B*L1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
Sturgis	L	1 SSW; RR E	3400	1	23		Use strip. Lgt acft only.
Timber Lake	L	1 SSW; rd E	2162	3	26-(S3)	(F1)	Caution-ruf, Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	23-(S3)	(F1)	Use mowed strip, E blkd.
← Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips.
Wall	P	0.5 NW; RR S	2800	3	23	(F1)	Ruf.
(P)WATERTOWN	P	2.3 NW; lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
← Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
Winner	P	1.3 NE; hwy S	2038	4	28-*L1-S5	F3	P-line W. Use strips.
(PC) Yankton	P	2.7 N	1252	3	41-B*L-S5	F1	Twr E. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
Harrold	L	0.9 NNW; RR S	1780	1	22		P-line S.
TENNESSEE							
Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW; rd W	1524	2	h44-BL2,5,6-S5-W	F4	Fuel, hangar avail 0800-2300.
(P)CHATTANOOGA, Lovell	P	5.5 E; RR E	682	2	h62-BL4,6-S5-W	F4	Use rnwys.
Church Hill	L	1 SE; riv S	1267	1	19		WSW blkd.
(PC)Clarksville, Outlaw	P	7.4 NNW; RR W	544	2	h41-S5	F3	
Cleveland	L	6 NNE; hwy E	865	1	22-(S1)	(F1)	
" Waterlevel	P	3 ESE; hwy N	908	1	20	F1	S blkd; p-line N. Rolling, eroded, hazardous.
Clifton	L	1.4 E; lk W	402	2	27-(S1)	(F1)	
(PC)Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-*L4-S5	F1	P-line W.
Cooperhill-Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	L	3.3 WNW; hwy N	1862	2	27-BL2-(S1)	(F1)	P-line NW, pole WSW. Ruf.
Dandridge, Lakeside	L	6.5 E; hwy S	1028	1	23		INACTIVE
Dayton, Shaver	P	5.8 ENE; rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW; riv W	337	2	h40-L4-S5-W	F3	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd of E strip. Ctn-3' elec. fence NNW of W strip. Rolling. Ditches ends NNW/SSE strip.
Elizabethton, Carden	L	2.5 SW	1640	1	18		Caution-ENE end eroded.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn. Tennessee Valley Authority		1.8 NW;rd adj E	470				ABANDONED.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC) Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	26-(S3)	(F1)	
(P) Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC) Humboldt	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU	P	2 N;hwy SE	550	3	43-BL2		P-lines surrounding fld.
(P) Jackson, McKellar	P	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F2	Use rnwys.
Johnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville, E. Tennessee Sky Ranch	L	6 SSW;RR hwy E	822	1	21		Rolling. Ruf, tall weeds.
" Island	P	2.5 E	832	1	37-S5	F3	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12 SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts. rcvr days. Use rnwys.
Lawrenceburg, Fleeman	P	3.5 E;hwy S	890	1	18-(S1)	(F3)	SW blkd. NW end ruf.
Lebanon	P	1.8 SW;hwy S	580	3	26-*L4-S5	F1	
(PC) Lexington, Franklin-Wilkins	P	0.5E; RR W	516	2	20-*L4-S5	F1	
(PC) Martin, Gill-Dove	P	2.7 S;hwy E	425	2	36-S1	F1	N blkd.
Maynardville, Lakeview	L	6.3 N;rsvr S	1066	1	26		
(PC) McMinnville, Warren County, 16A, ATL-BNA	P	3.8 WNW;hwy N	965	2	32-BL4	F1	
(AF,NG) MEMPHIS	P	5.9 SSE;RR 2 NE	269	4	h89-BL4,6-S5-W	F4	2-way rdo rqrd. Clad acft over 100,000 lbs gross wt. W blkd;p-line SSW. Use rnwys. Rnwy 14-32 clsd nights.
" Martin	P	6 ENE	258	2	24-S5	F3	P-line S. Rgt tfc E,S.
"-Flying Service	P	11 SE	286	1	35-S5	F1	S end strip ruf. Rgt Tfc NNW. P-line, S, SE.
" Wilson	P	12.5 SE	320	3	27-*L4-S5	F3	
Milan	P	3 NNE;canal N	378	2	26-S5	F3	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	28		NW blkd.
Murfreesboro	P	2N;hwy W	615	1	27-S5-W	F3	Soft when wet.
(NG) NASHVILLE, Berry	P	6 SE;hwy S	606	5	(h70)-BL4&7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	3	30-S5	F1	SSE blkd. Rgt tfc N. NW. NE. Subj to floods.
Oak Ridge	L	5.5 W; RR S	788	1	28-(S3)	(F1)	Atnd week-ends only. Rgt tfc NW.
(PC) Paris, Henry County	P	4.3 NW;hwy N	571	2	h25-*L4-(S5)	(F1)	
(PC) Pulaski, Abernathy	L	3.6 SSW;RR E	659	3	31-(S3)		Holes on E/W and N/S strips.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F1	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF) Tullahoma, Northern	P	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	No 91 Octane.
(PC) Union City, Stewart	P	5 ESE;hwy NE	340	2	h31-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	L	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Morristown	L	4.8 SW; hwy NW	1295	1	34-*L4-S1-U	F1	
Lawrenceburg, Robinson	L	4 NNE	925	2	17-S1		P-line NW.
TEXAS							
Abbott, Stanphill	L	1 S;hwy W	600	1	25		Cattle-fld. Each end ruf. Use strip.
(AF) ABILENE-Army		Airport Now Air Force Installation.					
(P) " Municipal	P	2.8 ESE;RR N	1757	4	h37		Cloged.
(P) " New Abilene	P	3.5 SE;hwy N.	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;RR, hwy N	1750	3	30-S5	F1	P-line N. Use strips.
Addicks, C-R-C	L	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	P	17 WSW	4100	4	19		Rolling, ruf. Use strips. Windmill N. Cattle on field.
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	P	1 N;hwy E	1429	1	h32-(S1)	(F1)	Hills N, W.
(P) ALICE	P	3.3 ESE;hwy NW	178	3	h47-BL4-S3-W	F3	Use rnwys.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E, W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	P	2.1 NW;RR E	4500	4	42-*L4-S5	F3	P-lines NNE, ENE. Surd by mountains.
Alvin	P	2 NW;hwy SW	50	2	21-S5	F1	P-line NW. Soft when wet. Use strips.
(AF) AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	3	h60-BL4, 5-S5-W	F4	Use rnwys.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5	F3	Rgt tfc strip 35. NE/SW Strip clsd. Use strip, rnwy.
(PC) Anahuac, Chambers County	P	1.5 E;hwy N	20	2	24-L4-S3	F1	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28		Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	18		
Arlington, Lucas	P	3 SW;hwy 2 N	611	3	25-S5	F1	N,S blkd;p-line W,NW. Ctn-wet N/S (W)
" Pulley	P	0.6 N;RR S	627	1	22-*L4-S1	F1	Rgt tfc. Use strip. Strip closed.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC) Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22	P-line SE	Cattle on fld, pole apch end Rnwy 16R.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees, P-lines SE, SSE. Slick when wet.
Austwell, Heard	L	0.5 SSW RR E, NE	23	3	43		Use strips.
Bakersfield	L	1.5 NW;hwy S	2475	2	22		Ruf. Sheep on field.
" Ligon Ranch	L	8.7 SSW	3400	2	19		Center of NNE/SSW Strip used as road.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Caution - weeds. Use rnwys.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23-L4-S5	F1	E/W, NE/SW Strips used only case of strong winds.
Balmorhea	L	1.5 WNW	3300	3	47	(F1)	NW blkd; p-line ENE
Bandera, Flying L Ranch	P	1.7 SE;riv N	1264	2	h26-S5	F3	Stock on field.
" Mayan Ranch	L	0.7 W;riv N	1247	2	24		
" Purple Sage	L	3.5 NE;lk SE	1328	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26. Right traffic.
" Mangum	L	3 E;hwy NW	39	2	25		P-line SE. Cattle on field.
Baytown, Tri-Cities	L	3.7 NE;RR E	25	2	23		Use strips. Ruf.
Beaumont	P	6.8 W;hwy S	31	3	34-S5	F1	HAZARDOUS. Use rnwys.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy NE	15	3	h51-BL4-S5-W	F4	
" Mitchell	L	7 W;RR S	31	1	25	91	P-line S. Rgt tfc S take-offs.
Beeville, Travland	P	2 NW; RR E	225	3	27-S5	F2	P-line NE,SSE. Cattle-fld-ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	Use strips. Cattle on fld.
Big Lake	L	0.6 NW;hwy S	2700	3	33		P-lines SE, SW. Use strips.
Big Spring, Hamilton	P	1.5 N;hwy S, W	2517	4	32-*L4-S5	F1	P-line N. Use strips. Caution-jet planes
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N;hwy E	616	1	h30-(S1)		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
Borger, Clearview	L	4.8 WSW;hwy N	3200	3	26		Theatre NE. Soft when wet.
(PC) " HUTCHINSON CO.	P	2 N;hwy S	3052	3	h41-BL4-S5	F3	
Bowie		2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	P	2.4 SW;hwy N	1105	3	53-*L3-S1-W	91	
" Frerick Ranch	L	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC) Brady, Curtis	P	3 N;hwy SE	1830	4	42-BL2-S3	F1	Use strips.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd;p-line SSW. Soft when wet. Cattle on field.
(PC) Breckenridge, Stephans Co.	P	2.5 S;hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	P	18; RR, hwy W	480	1	21		Cattle on field
(PC) Brenham	P	1 ESE;RR NNE	342	3	32-*L4-S5	F2	
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
(PC) Brownfield, Triangle	P	1.8 SSW;RR NW	3350	3	28-*L4-S5	F1	P-lines E, NNW. Use strips.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E;hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys.
" Mauldin	P	4.4 NNW;RR W	22	3	35-S5	F3	P-lines NE, E, SW, W. Soft when wet. Use strips. Cattle on fld.
(PC) BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S5	F4	E/W, NE/SW ruf.
" Gaines Lodge	L	8.1 N; lk W	1500	2	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE;hwy N	360	3	27-B-S5	F1	Use strips.
" Diamond W Ranch	L	8.5 SW;riv W	320	2	30		Cattle on field. Use strips. Ruf.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on field.
" Timberlake	L	3.8	360	2	28		S blkd;p-line SSE.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet	L	1 NE;RR W	1325	2	17		P-line N. Only half of each strip usable due fence.
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	P	1.7 N;hwy W	402	3	28-S1	F2	P-line WNW. ESE blkd. NNW-SSE strip only maintained.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	P	1.5 SW;hwy E	2300	3	32-S1	F1	Use strips. Ruf.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College		1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on field. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
(PC)Carrizo Spgs, Dimmitt Co.	L	2.8 E;hwy N	612	1	h36	(F1)	
Carthage	P	1.3 W;hwy N	310	2	23	F3	W blkd;p-line NE. 65'ant. N end NE/SW strip. Dip 200'from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	L	10.7 SE;rd S	2092	2	37		
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	L	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW. Cattle on field.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	P	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	P	2.5 NNW;hwyE	1620	4	31-S1	F1	P-lines N, hill NW. Soft when wet.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3400	4	28		NE, NNE blkd, p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3400	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch		11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3400	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3400	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-BL4-S1	F1	Use rnwy. P-line NNW.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S5-W	F3	
Colorado City	L	1.5 S, riv NW	2100	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N,NNE,NW.Stock on fld.
Comfort	L	1 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16	F1	S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	25		
Conlen	L	0.5 NE;RR hwyS	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	245	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F3	2-way rdo rqrd. Opera area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL2-5-S5	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-*L4-S5	F1	3200' strip avail. P-lines N, NE.
" "75"	P	1.8 N;hwy E	480	2	h20-S3	F2	P-line N;twr SE.Rolling.
(P)Cotulla, 6 LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL24-S1-W	F1	
Crane-County	P	1 NNW;hwy E	2580	4	36		Use strips.
Crockett	L	3 WSW;hwy S	370	2	23		Cattle on field. Ruf.
Crosbyton, Paudler	L	1.5 E;hwy N	3108	1	h25-(S1)	(F1)	NW blkd. Use rnwy.
Cross Plains, Bryant	L	1.4 N;rd W	1680	1	25		S blkd. Cattle on field.
Crowell, Foard County	L	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
(PC)Crystal City	L	1.8 N;RR W	600	1	19		Ruf
" Municipal	L	1.5 NE	610	1	h35		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8SSW;RR NW	3985	3	h90-B*L4-S5-W	F4	Use rnwys.
" Ingram	P	3.4 SE;lk W	3980	2	39-(S5)	(F1)	NE blkd;p-line SW. Soft-wet. Use strips.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N;rd E	524	2	h24-L4-S5-U	F3	Use rnwys.
" Hi-Way 77	P	10.4 S;hwy E	665	5	40-*L4-S5	F1	S end of W N/S strip blkd. P-lines NE, SE, W. Lgts on request after 0200.
" Park Cities	P	10 NW;RR W	483	3	24-S5	F2	S, SE blkd;p-lines NW.
(P) " LOVE	P	5.7 NNW;hwy W	483	2	h62-BL4,7-S5-W	F4	145 and jet fuel avail. Use rnwys. Rnwy
" Mustang		6 NNE;hwy NE					(ABANDONED). 7-25 perm.discontd.
" Redbird	P	7 SSW;hwy SE	642	3	h30-S5-U	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E S	543	4	28-*L1-S5	F3	h1600' rnwy avail. Ctn-fire break SW.
Decatur	P	1.5N;rd SW	1059	4	28-S5	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SSE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	P	4.3 SSW	3778	1	22		Windmill W.
" Pauley	L	0.5 SSW;hwy E	3710	2	27	(F1)	
Del Rio	L	1.5 W NW,RR S	1025	3	30-*L-S5	F2	N, SE blkd. Rd crosses N/S strip. Rgt tfc strips 12, 17.
" Horn Ranch	L	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.
Del Rio, Townsend Ranch	L	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
AF) " VAL VERDE CO.	P	4.5 ENE;RR S	1094	3	h49-*L4-W		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	P	4 WSW	652	4	h41-B-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2100	2	21		NNE, W blkd. Stock on field.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E;RR S	88	3	25-S1	F1	SE, WSW blkd, p-line W.
Dripping Springs Shields Ranch	L	7.5 NE	1100	2	22		Cattle on field.
Dryden, 29, ELP-BRO	P	5.7 W;hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field.
(PC)Dumas	L	0.7 SSE;hwy W	3649	4	38		P-line N, W.
Eagle Lake	L	0.5 NE	210	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E;hwy N	774	3	30-S5-W	F1	WNW blkd, p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9 E;hwy S	865	2	h35		INACTIVE. Cattle on field.
Edcouch, Walker	L	10.6 NE	70	1	31-S5	F1	
Edinburg	P	2.8 W;hwy N	90	3	31-S5	F3	ESE,WNW blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	P-lines E, W. No storage.
(PC) " Moore	AF	Airport now Air Force Installation.					
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F1	No storage. P-lines NNE, SE, SSW.
Eldorado	L	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N
" Cage Ranch	L	6 SE;lks S	800	1	50		
(P)EL PASO-International	P	4.8 ENE	3936	4	h70-BL2,4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys.
Ennis	L	1.5 NW;RR E	546	1	29		
Esperanza	L	2 SE;rd W	3475	2	19		
" McCoy	L	0.5 NE;riv 1S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough. ESE blkd.
Falcon, Utah	L	3.9S;riv W	230	1	37		P-line S.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h18-BL4-S1	F1	
Floydada	P	1.2 NNW;RR W	3287	4	27-S1	F1	P-lines W, SSW.
Follett	L	0.8 N	2650	2	20		P-line E. Soft when wet. Ruf. rolling. Use strips.
Ft. McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		NE, SE, SW, NW blkd. Cattle on field. Caution-holes.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	3850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-*L4-S5-W	F1	Lgts on req after 2100.
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwy SW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	L	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N. S blkd.
Ft. Worth, Conn	L	8 NE;hwy NW	600	1	19		
" CARTER	P	17.5 ENE;hwyN	568	3	h64-BL4,6,7-W	F4	NE/SW Rnwy clsd. Use rnwys.
" Hicks	L	12.5 NNW;hwy W	820	1	30		Caution-holes. Cattle on field.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	P	5.3 ESE;RR NNE	650	3	24-S5	F1	Use N/S Strip. S blkd;p-lines E, SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR,hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on field.
" Russell	P	7 SSE;hwy NW	680	4	31-*L-S5	F3	
" Saginaw	P	8.5 NNW	790	2	24-S5	F3	P-lines S, SE. Rgt tfc strips 12, 18.
" T. C. U.	L	6.6 SW;RR SE	710	1	30-L-S5	F1	P-line S.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	L	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-*L1-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Temco-Garland	L	2.2 WSW;RR N	613	1	47		N,S blkd. Use strips.
" Varo	L	1.2 NW	615	1	28		
Garwood	P	1 SW;hwy E	125	1	22	F1	
Genoa	P	1 NE;RR, hwy S	46	3	17-L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	789	3	h41-*L4-S3	F2	ENE/WSW Strip closed-ruf. Cattle on fld
Giddings	P	0.8 S;RR W	480	3	27-BL-(S1)	(F3)	Rolling.Ctn-high weeds,grass
Gladewater	L	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	L	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite	P	2.6 SW;hwy NW	1500	2	35	F1	P-line W.
Gorman	L	1 S;rd N	1400	3	22		P-lines NNE, NNW. Soft.
Graham	L	2 ENE;hwy N	1120	4	40	F1	P-line NW,NW;hill N.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4		
Grapevine, Price	L	3.7 WSW hwy NW	506	1	16		NNE blkd.
(PC) Greenville, Majors	P	6 SSE; RR NE	544	4	h55-B-S5	F1	Ruf. Use rnways. No storage.
Greggton, Skyranger	P	1.4 SW; RR N	360	1	h34-L4	F3	P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3400	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.6 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	L	2.3 SSW; hwy E	1250	4	28		Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Harlingen Old Municipal	P	1.8 SSW	46	2	18	F1	
Helotes, Jaycox	L	2 W	1000	1	20		
(PC) Henderson, Rusk County	P	3 WSW; rd N	440	2	h30-L4-S5	F3	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
(P) Hondo	L	2.1 W; RR S	929	5	h61-*L4		AF primary contract school
" Holloway Farm	L	5 S; hwy E	800	1	14		
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip.
(G) HOUSTON	P	9 SSE; hwy W	50	4	h65-BL4, 7-S5-W	F4	No lndg rnwy 8-26; take-offs to E only.
					No NG operns. 70' twr center S edge of fld; unlgtd p-line parallel to and 1000' E of E boundary. Use rnways. Shoulders-soft.		
" Andrau	P	12 WSW; rd W	80	2	h32-BL4-S5-W-U	F4	P-line S.
← " Clover	P	19.5 SSE.	34	3	h41-S5-U	F1	SSW blkd; p-line E. NW/SE, E/W strips (soft-wet.
" Gulf Coast	P	9.5 NNW	88	2	26-L4-S5	F2	
" Linda Sue	L	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-S5-W-U	F3	P-line SW
" Sky Ranch	L	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	P	2.5 NW; hwy S	366	3	h25-S5	F2	2900' strip available.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW. SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
Jacksboro, Grace	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	P	4.5 N	1080	2	23		SE blkd. Cattle on field.
Jacksonville	L	3 N; hwy E	708	2	23		Caution-not maintd, weeds. Use strips.
" Wilson	P	1.8 SE; RR S	476	3	17-S3	F1	P-line S.
← Jasper-County	L	2.9 SW; rd W	222	2	h26-S1	F1	
(PC) Jefferson, Cypress River	L	2.8 ESE; RR N	220	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	L	0.5 SW; hwy N, NW	1233	1	16		
Junction, Burton Ranch	L	19.2 S; hwy E	2430	1	16		
" Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " Kimble County	P	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills N, SE. Use rnwy, strip.
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW.
" Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	8.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		Cattle on field.
Kendalia	L	2.5 W	1350	1	21		Cattle on field.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	P	0.6 WNW; RR S	4260	4	21		ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	L	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	36 NNW	3850	3	26		
" Nevell Hq Ranch	L	16.3 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	L	2.3 N	450	1	h15		
Kermit	L	1.3 E; hwy S	2800	5	h32		P-line SW. WNW/ESE Strip ruf.
(PC) Kerrville	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F3	Ditches both sides strips.
Kilgore, Elders	P	2.5 NE; RR E	352	1	26-S3	F1	Pools of water on strip after rains.
Killeen, Reed	L	3.6 SE; RR N	845	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	L	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip available.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-*L1-S5	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	L	6 NW; RR S	1480	3	32		P-line ENE. Road crosses N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
(PC) LaPorte	P	2.5 WNW; rd S	34	3	40-L4-S5	F4	
La Pryor, Pickens-Cattfield Ranch	L	16 W; hwy N	728	1	30		
Laredo	P	6.3 N	508	1	h30-(S5)	(F2)	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		
Leaday, Miller	P	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
← Leakey, Lewis Ranch	L	6 NNW; rd E	1750	1	21		Cattle on fld. Soft when wet.
Levelland	P	2 S; hwy W	3525	4	30-S1	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1 2S; hwy E	3558	4	36-S1	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	L	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Ctn-wet. Use strip NW/SE strip
Lockhart	L	2.8 S; hwy E	529	2	28		clsd
Lockney		1.3 SSE; hwy N					ABANDONED
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
" Thompson Farm	L	7 WNW; RR N	3350	1	21		P-line S. P-line N. Ruf.
Lolita, Walker	L	1.8 SSW; RR N	38	3	17		Use NNW/SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Pyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	L	6.5 WSW; RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
Longview, East Side	L	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnways.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	P	5 NNE; RR W	3256	3	h65-BL4,6-S5-W	F4	Use rnways.
Lufkin	L	2 NW; hwy N	315	3	30		CLOSED. E, ESE, W blkd.
(P) "ANGELINA COUNTY	P	7.8 SSW; hwy W	290	2	h36-BL4-S1-W	F3	Use rnwy.
(PC) Luling Memorial	P	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
Marathon	P	0.8 SE; RR N	4100	4	37-S5	F1	No storage. Use strips. Cattle on fld.
" Big Bend Guest Ranch	L	34 SSE	2650	1	15	(F1)	
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 W RR hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(P) Marfa	L	4 N; hwy E	4848	2	h53		
(P) " -ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-(S5)-W	F3	Lgts on req after 2230. Rprs on req. Use rnways.
" Petan Ranch	L	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	L	45 S	3750	2	17		Road crosses NNW end NW/SE Strip. Hill ESE. Ruf.
Marlin, Rogers	P	1 S	380	3	28-*L1-S1	F3	Houses NW. Cattle on fld.
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) Marshall, Harrison County	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42-(S1)-U	(87)	Atnd wk-ends only. SE blkd. Use strips.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2600	3	17		Use strips.
(PC) Mason-County	L	3.2 ESE; hwy N	1500	3	36		
(PC) McALLEN, Miller	P	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCAMEY, Upton County	P	0.8 SW; RR N	2439	3	h44-B*L3,4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean		1.2 NW; hwy E					ABANDONED
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40-(S1)	(F1)	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	L	1.4 NNE; RR SW	2082	3	36	(F1)	E, SE blkd.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
Mentone	L	0.3 NE	2680	3	15		(EMERG ONLY) NE blkd; p-line S Use strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S3	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE; crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE; rd N, NE, SW	516	2	23-*L1-S1	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
← (P) Midland-Arpk	P	3 NNW	2805	3	h64-L4-S5	F4	4000' N/S Rnwy lgtd.
(P) " AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4,5-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31		Cattle-fld. Soft N of pipe line when wet Ruf.
(P) MINERAL WELLS	P	3.6 ESE; hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	2	25		
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
← " Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
(PC) " Tri-Cities	P	1.2 N	219	3	h50-S5	F3	CLOSED
Monahans, Hurd Memorial	M	1.2 SW; RR N	2611	2	h36-*L-S1	F1	Water twr in tfc pat. Use rnways.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Montell, McCarthy Ranch	L	4.7 E	1600	2	32		ESE, W, NW blkd
Moran, Manning Plant	L	6.8 E	1340	1	40		Poles N-use W half of strip, Ctn-weeds.
(PC) Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf.
Mount Pleasant	P	2 SSW;RR E	416	2	21-S5	81	Use strips, Ditch S.
(PC) Muleshoe, Warren	L	1 ENE;hwy N	3800	4	43		P-lines N, W, NW, WSW.
Munday, Leflar	P	0.7 E;RR N	1483	1	15		N blkd, Muddy when wet.
(PC) NACOGDOCHES, Del Rentzel	P	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail. Weeds on ESE end.
(N, NG) Newark, Eagle Mtn Lake	L	1 SSE;RR N	745	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle-fld intermittently.
Odessa, Ector County	P	5NNW;hwy W	2988	4	h43-*L1-S5-U	F3	5300' strip avail.
O'Donnell, Gary	P	4 SW;hwy E	3050	2	13	(F1)	
" Nance Ranch	L	13 ESE;hwy E	3000	2	22		Hangar WNW.
(PC) Olney	L	4 WSW	1274	3	h55		Use rnwys.
Orange, Brown	P	3.6 WSW;hwy SE	20	4	50-*L4-(S1)-U	(F3)	P-line SE. Use strips. FEE.
Orla, Tex-Line	L	13.7 NNW;hwy W	2900	2	31		
Ozona	L	4.9 WSW;hwy N	2474	5	42		P-line NNW.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S, Use strips.
" Henderson One Ranch	P	1 N	2330	2	40		Stock on fld.
" Miller Ranch	L	11.9 SSW;hwy E	2200	3	29		Rolling. Loose rock on N/S, E/W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
" Martin	L	4.4 NE;hwy S	1800	1	18		P-line S. Rolling.
" Triangle Ranch	L	13.7 E;lks N, S	1740	1	h38		Caution-draws.
(P) Palacios	P	2.5 NW	13	3	h50-S5-W	F3	
" Matagordo Club	L	6.5 E Pt. O'Connor	9	5	h43		Cattle on fld.
(PC) Palestine	P	4.5 WNW;hwy N	422	2	h40-B*L24-S5	F3	Lgts on req after 2400. Use rnwys.
Paloduro, J. A. Ranch Hqs.	L	2, 2 E	2800	3	24		P-line NW.
PAMPA, Le Fors	P	5.8 NNW;rd E	3235	3	h45-BL3,4	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18		Surd by mtns. Use strips.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3600	4	29		
PARIS, Cox	P	6.6 ESE;RR N	547	3	h46	F2	Use rnwys.
" Legion		1.5 N;RR W					(ABANDONED).
Pearland	P	0.3 S;hwy W	51	2	20-S5	F3	P-lines NE, SW.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	P	2.2 SSW;RR W	2617	3	h72-*L4-S5	F3	
" Worsham	L	4 SSW;RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	P	3 ENE;RR NW	2942	4	30-L2-S5-U	F1	Fld lgts oper 4 hours after sunset. P-lines E, SE.
"Harbaugh	L	22.2 S;riv S	3000	4	41		
"Urban	L	13.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW;lk N	3000	4	19		P-line W.
Pharr	P	1.8 S;hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs, McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE;hwy S	4600	2	30		
Placedo Junction	L	0.5 NE;RR N	12	2	20		
(PC) Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	10.2 ENE;RR S	3350	1	27		E blkd.
(PC) " HALE COUNTY	P	1.6 S;hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips Elev NE rdo twr NW.
← Pleasanton, Haverlah	L	1 N;riv E	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW;hwy SW	6	4	33-S5	F3	
(PC) Port Isabel	P	10.5 NW	12	4	h53-S1		Use rnwys.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S5	F1	
Port Lavaca, Tanner	L	3 S;hwy intsxns S	15	3	23		Prior arrangements rqrd for trans use. Rgt tfc strip 35. P-lines W, SSE.
Port O'Connor, Fisher	L	1.5 W;hwy N	10	1	18		
Post, U Lazy S #2	L	4.5 SW	2750	2	20		
" U Lazy S Ranch #1	L	10.7 SSW;riv SW	2500	1	h20-*L4	(F1)	4500' strip avail.
← Poteet	L	0.6 SW;RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
" 4-G Ranch	L	12 W	280	2	21		
Presidio	L	8 NE;riv S	2580	1	21		Hills E.
(PC) Quanah	P	2 SW;hwy 1 E	1602	3	h24-S1	F1	
Quemedo, Townsend Farm	L	4 N;hwy E	800	1	26		SSE blkd.
Ralls, Watkins	L	3 N;hwy E	3200	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F3	P-lines N, W.
Rankin	L	0.4 NW	2550	2	27		Loose rocks P-line S; hill N. Use strips.
" Kincaid Ranch	L	6.7 WSW;hwy S	2500	2	29		P-lines N, ESE.
Raymondville, Cde	L	3 SE;hwy N	34	1	15		P-lines N, S. Use strip.
" Fox	P	1 WSW;RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Redford	L	1.5 N;riv SW	2500	2	20		SW, SSW blkd. Rolling, ruf.
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-*L1-S3-U	F1	P-line NE, NNW. Use strips.
Rio Grande City	L	1 E;RR S	200	2	20		
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26-(S1)	(F1)	P-line SW, Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Robstown	L	1 SW	77	4	h16		Asphalt broken ruf.
Rockdale	L	2.3 SSE;RR W	470	1	h33		Use rnwy.
(N) Rockport, Aransas County	P	4.3 N;bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E;hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W;riv 1.5 NW	2200	2	21		
" Whitefield	L	3 SSE	2000	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	L	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Draws each end of strip. Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6, 3W					ABANDONED
" Wieboldt #2	P	1 N;hwy N	970	1	30-S1-W	F1	S blkd.
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2-W		N/S Strip ruf, rolling.
(P) SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F3	Use rnwys.
" North Concho		1.7 W NW;riv W, S					ABANDONED.
(P) SAN ANTONIO, International	P	7.8 N;RR SE	800	3	h54-BL4-6-S5-W	F4	2-way rdo rqrd ngt.
" Benham Hereford Farm		8 NE;RR W					(ABANDONED).
← " Bexar County		7.1 SSW;RR NE				F3	ABANDONED
" Davis		6.7 N;hwy S					(ABANDONED).
" Lakefield	P	10 S;lk E, S, N	550	3	27-S5	F3	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22 Tfc 600' above terrain 1167' ASL. P-line NNW.
San Benito	P	1.5 E RR hwy SW	31	2	26-B-S5-U	F3	P-line S, Use strips.
Sanderson	L	2 W;hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE;rd N	3000	2	15		Use strips. Cattle-fld.
" Bullis Gap	L	24.8 SSW;riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq	L	36 NNE;rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	13.2 NNW;hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE;rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	L	5 N;riv W	800	1	26		Cattle on fld.
" Thompson	L	2 SE;riv NE	577	2	29	(F1)	Use strips.
Santa Elena, Diamond O Rch	L	5.5 SW;hwy E	310	1	32		
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N;hwy W	350	1	50		
" La Perla	L	11.5 N;hwy E	351	1	20		
Saragosa, Rowe Farm	L	1 SW;hwy E	3150	1	19		
Seadrift	L	0.8 NW;hwy E	10	1	25		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E;hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
← Seymour		1.3 SE;hwy N					ABANDONED
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Ind uphill tk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC) Shamrock	P	1.3 SSE;hwy W	2322	3	26-BL4	(F1)	Rgt tfc Strip 35.
Sherman	P	1.4 SE;hwy N	749	2	h28-BL4-S5	F2	Rgt tfc N, NE.
Shiro, McBride	L	2 NW;RR S	330	2	22		
Sierra Blanca, Steiler Rch	L	5.6 NNE;rd W	4550	2	27		Use strips.
Silver, Lazy X Ranch	L	4 NNW;rd E	2025	4	18		Hill E. Cattle-fld. Soft when wet.
Silverton	L	1.8 ESE;RR W	3200	3	22		P-lines N, NE, S, SW. Cattle on fld.
Sinton #1	P	1.3 E;hwy S	50	3	35-*L-S5	F3	Cattle on fld.
Sinton #2	P	2 W;rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E;RR W	3200	1	21		
Slaton	L	2.5 NNE;hwy W	3175	2	19		NW blkd. Use strips.
Smithville	L	2.5 SE;lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld Rolling. Use strip
Snyder, Diamond M Ranch	L	10.7 WSW	2400	2	20		
" Winston	P	2.5 SW;hwy N	2427	2	h48-B*L4-S1	F3	
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet, Cattle-fld, Rolling.
" Copeland Ranch	P	15.7 NE	2360	2	31		ESE blkd; p-line S.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet, Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7 E, rd N	3200	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E;rd N	3200	2	20		N blkd; theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Flying X Ranch	L	10 WSW;rd E	956	3	18		Use strips.
Spur	L	2.2 S;RR N	2363	3	27-*L4		
Stamford, Arledge	P	5 SE;hwy W	1603	4	h23-S5-W	F1	Use rnwys, strips. 3900' strip avail.
Stephenville	P	1.5 E;hwy W, SW	1310	3	30-L4-S5	F1	
Stowell, Jones Park	L	1.2 NNW;hwy E	30	1	13	F1	
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd; p-lines NW, NW.
Strawn, Copeland Ranch	L	1.6 S;hwy E	1400	1	21		Cattle-fld S blkd. Rd crosses strip Ruf.
Sudan	L	1 S;hwy E	3778	1	19		Use strip.
Sulphur Springs	P	1.9 NW;RR S	472	3	35-*L2		S blkd. Ruf. Soft when wet.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF) SWEETWATER	P	3.5 W;RR S	2379	3	h62-BL4-S5-W	F4	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S5	F1	W,NW blkd.
Taylor	P	2.2 WNW;hwy S	520	2	h21-*L1-S3	F1	Use strip,rnwy.
Teague, G & S Sky Ranch	P	1 N;RR,hwy SW	506	1	17-*L		
(PC) TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h53-B*L4-S5-W	F4	Rnwy lgts on req after 2 000. Use rnwys.
Terlingua	L	2 E;hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE,NW blkd,N/S Strip ruf,short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	L	28.5 ENE	2950	1	14		Strip used as road, Caution-rutted.
" Stillwell	L	47.4 E;riv E	2010	2	14		
(PC) Terrell	P	1.5 SSE;RR W	490	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy, RR S	500	1	23-S3	F1	P-line SSE.
Texarkana	P	6 W;RR,hwy N	340	1	22-S5	F3	No storage. Ruf. Use strip.
Texas City, Gulf Coast	P	2.8 WNW;lk N	7	3	23-S5	F1	N blkd. Cattle on fld. Use strips.
Texon, Parker	L	2.3 W;RR, hwy N	2700	4	32		Ctn-golf practice on E/W strip.Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW;rd W	1450	1	15		Caution-weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S;hwy E	300	2	74		
" Wheeler Ranch	L	2 N;hwy E	300	1	29		
Toyah, Burchard	L	5.4 WNW;rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		P-line N.
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
(PC) Tulia	L	15 NNW;hwy W	3500	3	33	(F1)	Cattle-fld,Use strips,Wet during irriga-
" Cowan Farm	L	4.6 SW;hwy E	3500	4	18		ENE,E,SE,S,WSW blkd, tion,P-line E,NE,
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S Strip in cultiv,
" Vaughn Farm #1	L	4 WSW;hwy N	3500	4	26		N blkd;p-line NW.
" Vaughn Farm #2	L	18 SW	3670	4	40		Cattle on fld.
Turkey	P	2.7 SSW; hwy E	2350	2	27	F1	
(P) TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4-S5-W	F4	Use rnwys.
(PC) UVALDE, Garner	P	2.7 E;hwy NW	940	3	h37-*L4-S5-W	F1	Use rnwys.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	20		Cattle on fld.
Vanderpool, Haby Ranch	L	8N	2000	1	23		Rocky, ruf. Deer on fld.
(PC) Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Caution-not maintd. Use rnwys.
Van Horn, Gifford Hill	L	9 WNW;RR N	4600	1	26		P-line ESE.
" Looney Ranch	L	35 NE;rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	L	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	L	44.5 NNE;mtn SE	3900	3	18		Cattle on fld.
Velasco, Baugh	L	0.8 NW;hwy SW	10	1	23-(S5)	(F1)	P-lines NNW, SSE. Soft when wet.
Vernon, Wilbarger County, 15, AMA-FTW	P	5 N;hwy E	1261	2	h43-BL4-S5	F1	Use rnwys.
Victoria, Ball	L	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S5-W	F4	SSE blkdp-line WSW. Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd,Cattle-fld,Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld,Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	P	1.5 SSW;hwy E	558	1	19-S3	F1	
Weatherford	P	1 W;hwy N	1147	1	33-*L4	F3	Use strip.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	L	1.6 ESE;hwy W	2010	3	29-B		Bcn inop after 2400.N blkd,Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	P	1.7 NE;RR W	70	3	h25-S3	F3	Embank. N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2500	3	25		Cattle on fld. Rolling, ruf.
Whitney	L	1.8 SSW	585	2	20		S blkd. Cattle on fld.
" Laguna Park	L	7.5 SW;dam E	590	1	18		Use strip.
" Lake Edge Harbor	L	3.1 WNW;lk W	590	1	21		P-line N. Loose rocks S end.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L-S5	F1	No storage,P-line N,E,S,SW,Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	30-S5	F3	Use strips.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	5	h70-BL4-S5-W	F4	Rnwys 8-26 and 3200'SE end Rnwy 12-30 perm clsd. 3300' NW end Rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R-35C,35R,20,30, indicated by amber lgt mrkrs. No 91/96 octane avail.
Wimberley, Eagle Rock Rch	P	2.4 NNW	1000	1	h26	F3	Deep gully each end of rnwy.
(P) Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-B-S5-W	F3	Rnwy 17-35 clsd ngts.
Winnsboro, Mulinax	L	1.3 SE	533	1	25		P-line N,Cattle-fld,Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
Woodson	L	1 SW;hwy S	1250	2	15	(F1)	
← Yoakum, 7 SAT-HOU	P	5 NW;hwy N					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
NEW AIRPORTS (or airports out of alphabetical alignment)							
Anson,Steen	L	2.5 NE;hwy W	1700	1	20		
Haskell,Paint Creek Plant	L	10.8 ESE;dam SSE	1440	1	18		Use strips.
Harlingen	P	5.5 NNW	40	2	24-S3	F3	P-lines W,N.
← Dallas-Flyers	L	7 SW	680	2	34-S5	F1	P-line S end N/S Strip.
		UTAH					
(PC) Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E,S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N;rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail. P-line NNW. NNW/SSE strip soft when wet.
(PC) Brigham City	P	3 NW;RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
← Bryce Canyon, 45, LAX-DEN	P	5 N;rd S	7586	2	h74-BL4-S1-W		Strip - ruf.
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P) CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S,W. Use rnwys.
← (P) Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F4	Use rnwys.
Dragerton	L	3.7 WSW;RR N	5750	1	41		Soft when wet.
(PC) Duchesne	L	2.2 NNE;riv W	5833	3	51		
Enterprise, 39, LAX-SLC	P	8 NNE;hwy N	5204	1	39-BL2		Ruf. Soft when wet.
(PC) Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
(PC) Goulding Trading Post, Mounment Valley	L	0.5 N	5230	2	30		SSW,S blkd,Tk-off N,IndS,Use at own risk
Grantsville	P	0.8 S	4420	1	31-S1	F2	Ruf.Use at own risk.
Hanksville, 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S Strip ruf. N end soft when wet.
(PC) Heber-Valley	L	1.8 SSW;hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	L	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	L	1 NNW;hwy E	6074	1	38		
(PC) Kanab	L	2.6 S;hwy E	4856	2	h53		Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58		Soft when wet.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S1	F2	Mins S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E;RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	L	5 N Manti;RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
Midvale	P	3 WSW;RR S	4500	2	31-S5	F2	Rgt tfc to NNW. P-line SSE. Soft when wet.
(P) Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-S1-W	F1	No storage.
(PC) Moab	P	7.7 SE;hwy W	4934	1	h47		
(PC) Mount Pleasant	L	1.5 SSW;RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	L	2.5 NW;RR E	5010	2	h47		Caution-loose gravel.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park		4 S;hwy NE					(ABANDONED).
Parowan	L	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S5	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RRE, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36		Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36		
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6 SE	2887	2	h50-BL24-W		
(PC)Salina-Gunnison	L	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL45&85-W	F4	Rgt tfc E & S, SE
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park		2.3 E					(ABANDONED).
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F3	Use rnwy. strip only. Strip soft when wet. Tfc on rwny intsxn.
Tooele	L	1.4 WSW;RR W	4983	1	38		
Torrey	L	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy E/W. Strip ruf.
Vernon	L	1) NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
NEW AIRPORTS (or airports out of alphabetical alignment)							
White Canyon, Hite-Parker	P	1.5 NNE;riv W	3400	1	35	F2	
VERMONT							
(P)BARRE-Montpelier	P	3 W;pond 1.5 SW	1149	2	h40-BL4-S5-W	F3	P-line SSE. Use rnwys, only.
(PC) Bennington	L	2.5 WNW;riv N	813	2	20		Grass areas soft-use gravel rnways
Bristol	P	1.7 W;riv SE	570	3	21-*L1-S5	F3	ENE,SE blkd; mtns E to S, No lndgs or take-off to ENE.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	3	h80-BL4 6-W	F4	2-way rdo rgrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	P	5 S;riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W;RR W	120	2	19-S3	F1	N,W blkd;p-line E.
Fair Haven	L	15 NNW; riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	P	1.5 ESE;RR N, W	700	2	18-S3	F1	Use ENE/WSW strip emerg only. Mtns ENE.
Middlebury	P	4.3 SE;ridge E	490	1	17-*L-S5	F2	Ctn-const Soft-wet. Use rnwy. WSW.
Newport	P	3 SSW;lk NE	930	2	h40		
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-L4-S3-U	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc W NW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC) St. Johnsbury	P	5.2 N;riv E	814	2	20-(S5)	(F3)	Atnd 1300 sat-daylgt hrs suns. N apch between hills. S blkd.
South Shaftsbury, Dailey	P	0.7 NNE;hwy W					ABANDONED.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	25-S5-U	F1	No Storage.
Thetford, Post Mills	P	4.7 NNW;lk NE	700	1	23-S1		S W blkd;p-line NE.
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
East Berkshire	L	1 S	410	1	18		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Alexandria	P	4.5 SSW;hwy E	66	2	h34-S5-W	F1	4800' strip avail. Rgt tfc NE, SE, NE blkd.
" Beacon	P	3 SSW;hwy E	246	2	h23-B*L4-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield		7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	28-*L4-S5	F3	NW, NNW blkd.
Altavista	L	6.1 NE	650	1	20		
Arcola, Glascock	L	1 SW;rd SW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC) Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-*L-(S5)	(F1)	No opers n Sun A.M.
Bridgewater Shen-Myer	P	0.5 SE	1180	2	26-*L-S5	F3	NW blkd. Ctn-ngt lndgs. Soft-wet.
Bristol	P	3.5 ENE;RR, NW	1885	1	20		CLOSED.
(PC)Charlottesville, University of Virginia	P	5 ESE;riv E	300	1	35	F3	Ctc INSACS before lndg when wet. Rnwy 11-29 perm clsd.
Chester, Midway	L	2 E	178	1	20		
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	(CLOSED-NOT MAINTAINED).
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	26	F1	1700' x 40' paved strip avail. Use strip.
Crewe, Mount Hall	P	3.5 NE	300	1	16	F1	
Culpeper	L	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Ant S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
Deltaville, Berryville	L	1 SW;riv S	20	1	16		Ruf.
(N)Driver, Monogram		2 WSW;riv W					(ABANDONED)
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	P	2 SW;hwy N	350	2	28-S5	F1	E blkd. Soft when wet.
Farmville	P	2.5 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd;p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3 NE;RR, hwy S	37	3	h41-S1	F3	
Fredericksburg, Shannon	P	2.9 SSE;hwy E					ABANDONED.
Front Royal, Stokes	P	3 W;riv S	735	2	31	F1	P-line S. Use strips.
Galax	L	6.5 S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45	F1	
Gordonsville	P	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA	P	5 SSE;hwy S	438	2	32-BL2-W		SSW blkd. Soft-wet.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman		0.9 WNW					(ABANDONED)
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F3	P-line SW.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Ivor	L	0.2 SE;RR W	91	1	27		
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	L	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	2	21		INACTIVE. NE blkd. Soft-wet. Rolling.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW;riv W	15	2	33-*L2		Soft when wet.
Lynchburg, Falwell	P	2.6 SE;lk SE	850	1	32-S5	F1	No storage. Caution land E to W.
(P) " PRESTON GLEN	P	6.7 SSW;RR SE	942	3	h40-BL4-S2-W	F3	Use rnwys when wet.
Manassas	P	2.7 NW;rd SW	250	2	21-S5	F1	No storage. WSW, NNW blkd. Soft-wet.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	L	3.5 SSE;rd W	800	1	17		CLOSED.
" Lester		0.8 NNW;RR N					(ABANDONED).
" Morris		6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	P	2 W;RR W	975	1	21-S5	F1	
(PC)NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F3	Deer on field.
(P)NORFOLK	P	6 ENE;RRS,E	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
" Glenrock	P	4.5 E	16	2	h17-S5	F3	2100' strip avail. P-line WSW.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	P	3.5 E;RR S	453	2	h26		
Petersburg	P	6.2 WSW;riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S3	F1	Use rnwy. S blkd. Soft when wet.
" Cumberland		8 S;canal 1.5 W					(ABANDONED).
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	L	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(P)RICHMOND, Byrd	P	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rgrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central	P	2.5 ENE;hwy WNW	172	4	49-S5	F3	NE, NNW, SE, SSE, SW, W blkd. P-line NW.
" Northfield	P	6.5 N;riv NE	197	2	28-*L2	F2	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	P	4.8 S; RR E	120	3	27-S5	F3	
" Virginia State Police	P	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE	P	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	Equip. on fld.
Shenandoah	P	0.5 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE; RR S	410	2	27		
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S; hwy NW	20	2	25	F1	P-line W. Use strips.
Staunton	P	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	L	4.1 S; rd E, NW	440	2	20		CLOSED.
Waverly	L	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta		6 WSW; riv SE					(ABANDONED)
" Valley	P	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W; RR ESE	15	2	21-*L-S5	F1	
(PC)West Point	P	2.3 ESE; hwy N	24	3	h50-*L-S3	F1	
Williamsburg, College	L	3 NNW; RR SW	105	2	31		CLOSED. ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd, Ctn-high weeds
Winchester	P	3.4 SSE; rd E, S	700	2	22-S5	F1	Clsd hvy acft. Ctn-soft.
Windsor, Garner	L	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(F)Suffolk	L	3.8 SSW	71	3	h50		
Chase City, Emiles	L	2.5 W	500	1	18		Soft when wet. P-line N.
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	L	1.8 ESE; lk NW	276	aw	24-*L1-S1	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE; hwy S	345	1	h22-*L1,3-S5-U	F3	Rgt tfc SW.
(P)BELLINGHAM	P	3.8 NW; hwy NE	158	3	h50-BL4,6-S5-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(PC)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-L4-S5	F3	Holes S half NE/SW Rnwy. Use rnwys.
" Leisureland	P	6.6 WNW; hwy S	430	1	25		Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR 2 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW; riv N	174	2	h50-*L4-(S5)-W	(F3)	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club. P-line hill SW. Tk-off; lndg Rnwy 16.
Cheney, Savage	L	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County Memorial	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	L	2.5 E; RR S	1930	1	25-(S3)	(F2)	Rgt tfc E. Hill N. Ctn-ruf.
(PC)Colfax, Whitman County	L	3 SW; hwy NNW	2171	1	24-(S1)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-*L4-S5	F2	
" Sky Ranch	L	1 E	850	1	30-(S5)	(F2)	WSW ruf. SW blkd; house NE.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE Strip ruf. weeds.
(PC)Concrete	L						ABANDONED
(PC)Connell	L	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd. Ruf.
Coulee City	P	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sum.; intermittently wint.
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Dallesport, The Dalles	SEE: The Dalles, Oregon						
Darrington	L	0.5 NW; RR E	545	1	28		Mtns ESE. Rgt tfc WNW.
Davenport	P	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW; hwy SW	2221	1	30-L4		Code bcn.
(P)Ellensburg, Bowers	P	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Enumclaw	L	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(AF)Ephrata	P	2 SE; hwy SW	1258	3	h73-BL4-(S5)-W	(F2)	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	L	1 SW; hwy S	295	1	26-*L4-(S3)-U	(F1)	Rgt tfc WSW Hills S. No storage

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	19		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		Use at own risk. Cattle-fld.
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port		1 N					(ABANDONED)
Greenacres, Spokane Valley Sky Ranch		1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington		1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(PC)HOQUIAM, Bowerman	L	2 W; harbor S, NW	14	1	h50-BL4-S1-W.	F2	Comb open with seaplane base.
Huntsville, Touchet Valley	L	0.5 NE; hwy S	1325	1	26-S5	F2	WSW blkd; hill ENE, N.S.
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch	L	1.6 NNW; hwy S	50	1	24		INACTIVE. Soft-wet. Cattle-fld. Hill SSE. Ruf.
Kelso-Longview	P	1.8 SSE; RR SW	25	1	29-L2-S5-W	F3	
Kennewick, Twin City		1.3 SE; RR E					(ABANDONED).
" Vista	P	4 W; RR SE	521	2	h35-*L4		Caution-not maintained. Turf ruf.
Kent	P	1.5 SSW; RR E	30	1	29-S1	F1	Do not ind W side of strip children-playing.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		P-line NW, SW, Rd on strip. Use at own risk.
Kittitas, Cameron	L	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-lines S.W. SW. Ctn-cars parked edge of fld. N end ruf. soft.
Lacrosse	P	2 SW; RR NW	1491	2	37-BL2-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	L	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by Mtns. Cattle-fld
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
(PC)Lind	P	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	L	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W. SSW.
Mineral	L	1.8 ENE; RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE.
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2 NE	1200	4	27-(S5)	F2	
Mt Vernon, Barker & Dean	P	3 S; hwy W	11	1	20-*L1-S5	F1	Rolling.
Naches, C. W. Guest Rch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1 W; RR, hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport	L	1 N; riv SE	1457	1	25		Ctn-loose sand. Cattle-fld.
Odessa	P	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L4-S5	F2	Rgt tfc WSW. Ruts and holes W of N end strip. Hills SE.
(P)OLYMPIA	P	4.6 S; hwy NE	205	3	h50-BL4-S5-W	F3	
(PC)Omak	P	4, 4 N; hwy E	1303	2	h46-*L1-S5	F1	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	L	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	402	4	h45-BL4-S5	F4	Ctn-breaks.
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Callam Co.	P	3 WNW	290	2	h52-BL4-S5-W	F2	P-line ESE.
Port Orchard, South Port Orchard	P	7.5 SSW; lk S	350	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW; hwy ESE	110	1	33		W, WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	P	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE, NW; theater E.
(PC)PULLMAN-Moscow	P	3.4 ENE; RR S	2549	1	h49-L4-S5-W	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	42-S1	F1	NNE blkd.
" -Valley	L	1.3 N; riv S	20	1	25		Use caution.
Quincy, Blanchett's		4.5 WSW					ABANDONED.
Randle	L	0.5 E; hwy N	890	1	17		Use at own risk. Ruf. Rgt tfc E.
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E. 10' fence across S bndry Rnwy 33.
(P)Renton	P	1.7 WSW; riv E	32	1	h54-BL4-S5	F2	Rgt tfc Rnwy 33. S 1000' rnwy 33 clsd to
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW. Indgs xcpt for hvy acft.
Richland-C. A. P.	L	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE; RR E	17	2	h100-BL3,6-S5-W	F4	Rgt tfc N on strip. ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	22 SE; RR N	460	1	17		-3% grade ESE to WNW. Ctn-loose gravel. ESE apch poor. Hotel N.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

f-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (6-15-54)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park	P	0.9 ESE; rd N	35	1	20-S5	F1	
" North Seattle	P	9.7 NNE; hwy S, W	470	1	h23-S5	F2	Ctn-mil acft may pass thru tfc pat.
(P) " -TACOMA INT'L	P	10.5 S; hwy E	416	4	h75-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW; rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW; hwy ENE	278	2	h52-*L4-S1	F2	CIVIL FACS ONLY, Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip, circle fld before lndg.
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW; RR, riv N	16	2	27-S5	F3	Ctn-apchs impaired by p-lines, NNW blkd; p-lines N,S,SSE, Rgt tfc S,SSE. Use N/S strip when strong S winds.
South Bend, Willapa Harbor	P	2.5 NNW; riv SW	16	1	30	(F2)	
Spanaway	P	1.2 SSE; hwy SW	375	1	25-*L4-S5	F1	Unlgtd p-line S. When wet S 400' -800' water covered.
Spokane, Calkins	P	3.8 N	2065	3	52-*L4-S5	F2	S, W blkd.
(P) " Felts	P	4.9 ENE; riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1600' ext avail NE end NE/SW Strip.
(N,AF,NG)" GEIGER	P	6 WSW; hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 2,7,34. Use rnwys.
" Lemen	P	9.5 ESE; hwy N	2040	1	32-S5	F1	Rgt tfc NE. P-line NE.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf, Gopher holes.
Sprague	L	0.7 NE; RR S	2000	1	18		Use strip.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h20-*L1-S5	F2	Ctn-holes. Ruf.
Tacoma	C	4.4 W	375	2	23-S5	F3	
" Barry's Sky Harbor	P	2.3 ENE; riv SW	4	1	21-(S5)	(F2)	P-line, twrs E day mrkd. Rgt tfc W.
" Lakewood		6 SSW; lk SE					(ABANDONED)
" -Air-Park	P	2.9 WSW; lk W	250	1	35-S5	F2	Tfc crossing 2800' N of S end. Stack E of S end.
Tekoa, Willard	P	1.5 ENE; RR NW	2503	1	19-S5	F1	
Thatcher, Blakely	L	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's	L	1.3 NE; riv 1 N	2000	1	18		SE blkd. Stock on fld.
Tieton Reservoir, Tieton	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
Toledo-Winlock	P	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW; riv 1.5 E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono	L	0.8 WNW; RR S	215	1	20		P-line E. Calm wind lnd E; take-off W.
Toppenish	L	3.2 SSW; hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	P	4.8 ESE; hwy S	310	2	27-*L1-S5	F2	P-line S.
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE; channel ESE	100	1	18		Lnd W NW; tk-off ESE. Cattle-fld Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
(PC)Wenatchee, Fancher	P	2.5 NE; hwy S	1440	2	h33-L2-S5	F3	P-line SSE.
(PC) " PANGBORN	P	5 ESE; hwy 1 S	1245	3	h46-BL2,*4-S5-W	F4	Rnwy lgts on req after 1800. Hill NE.
Wilbur	P	2 WSW; RR SE	2175	1	30-*L1-S5	F2	P-line NE. P-line NE. Rolling.
" Kunz	L	5.2 NE; hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	L	0.5 ESE; RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop, Intercity USFS	L	4 SSE; riv SW	1650	1	32		
" Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P)YAKIMA	P	2.8 SSW; RR 2 E	1077	3	h50-BL4-S5-W	F4	N/S Taxiway clsd. P-line N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur, Gelb's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Lnd N, tk-off S. Use strip. Rolling. P-line N.
Waterville	L	1 NE; hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-lnd NE; tk-off SW, NE blkd.
Queets	L	0.7 SW; riv N	15	1	20		
Woodland	L	0.4 SE; riv E	35	1	20		Strip subject floods when riv high. Trees.
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		SW blkd. bldgs NNW apch. Ruf.
Eatonville, Swanson	L	0.7 NE; RR E, W	950	1	22		Ctn-brush
(PC)Othello	L	0.7 NE; RR 1 W	1120	1	25		Ctn-gravel pit adj NE end of strip.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	P	2.6 N; hwy S W	2325	1	31-S1	F3	Rgt tfc, Ridges N.
Belington, Audra	L	6 WNW; riv jct N	2100	1	16-(S3)	(F1)	Ctn-soft, muddy, rutted.
Buckhannon, Lewis	P	2.4 W; RR N	1435	aw	15-*L1-S5	F1	
Burlington, Baker's	P	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
(NG)CHARLESTON, Kanawha County	P	3 ENE; RR, riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE; hwy S	1209	2	h37-BL4-S5	F3	
" Patton	L	7 SSE; hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S; bet RR, hwy	1987	2	h45-BL4-S1-W	F3	P-lines NE, SE, SW.
Fairmont	P	3 SSW; rd S, E	1080	1	21-S5	F1	Ridge E.
Fayetteville, Fayette	P	1.6 SW; hwy E	2025	1	17-S5	F1	Rgt tfc tk-off N. Rolling. Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	21-S5	F1	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	P	1 SW; crk, hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW; hwy E	975	1	17		Rocky, ruf, Ridge SE, NW.
Marlinton		1.5 NNE; rd N					(ABANDONED)
(P)Martinsburg	P	4 SSW; hwy NW	556	2	h50-BL4-S5-W	F3	Use rnwys.
" North End		2.5 NNE; RR W					(ABANDONED).
Moorefield	L	1 NE; RR W	980	2	25		Rolling. WNW blkd.
(P)MORGANTOWN	P	2.8 ENE; hwy S N	1256	3	h36-BL2-S5-W	F3	
New Cumberland, Herron	P	4 NE	1250	3	21-S5	F1	Ctn-rd crosses NE/SW, SE/NW Strips. Rolling.
Parkersburg, Stewart	P	2.6 N; RR W	602	1	33-S5	F1	Sky-Motel.
(P) " WOOD COUNTY	P	7 NE; bet hwys	856	3	h44-BL4-S5-W	F4	
Pence Springs, Hinton-Alderson	P	1 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW; riv N	945	1	27-BL2		
Philippi	P	4 S; hwy S	1900	2	15-*L1-S5	F1	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	L	0.5 SW; hwy E	1720	1	17-(S3)	(F1)	Atnd-wk ends. ESE blkd. No Storage.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.8 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	L	4.6 WNW; riv N	400	1	26-*L2-(S3)	(F3)	Rgt tfc.
Spencer, Roane County	L	1 SE; hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E,S	1264	1	31-BL2		P-line SSW. Ctn, Hvy acft use in emerg only.
Taplin, McDonald	P	0.5 WNW; riv N	680	1	23-S5	F1	Ridges SE, NW. Use strips.
Weirton	P	2 E	1145	1	h21-S5	F1	
Welch	P	3.4 ESE; RR S	2100	1	21-L4	F1	Ctn-wires top of ground.
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE; riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW; bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng. acft.
(PC)WILEY FORD, Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris		3.5 NNW; riv W					(ABANDONED)
Winfield, Clark	P	6 SE; bet hwy, riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
" Honaker's	L	1.5 E; RR E	550	1	18		
NEW AIRPORTS (or airports out of alphabetical alignment)							
BECKLY, Raleigh Co. Mem'l.	P	3.5 E; RR NNE	2504	1	h42	F3	Unlgtd 90' pole 1 mi E end E/W Rnwy to S of centerline of apch.
(P)HUNTINGTON, Tri-State	P	6.8 SW; RR W	827	1	h46-BL6	F4	Rnwy lgts on req after 2400.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line W NW.
WISCONSIN							
(PC)Antigo	P	2 ENE; hwy N	1483	2	33-*L1-(S5)	F3	
Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	L	2.5 SSE; RR E	727	2	22	(F2)	P-lines NE, SW. Use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-(S5)	(F1)	Atnd wk-ends. P-lines SW, NW. Use strips
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N, E, W	910	2	27-S5	F1	Rolling.
" Midway	P	4 ESE; hwy N	910	1	21-S1	F1	SE blkd.
Beloit-Prairie	P	3.5 NNE; RR W	800	1	23-S3	F3	
Black River Falls, Jackson County	P	2 E; RR W	855	4	28-S1	F3	W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F1	SW blkd; bluffs SE. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-S3	F3	Clsd winters. Use strips. No sto.
Boyceville	P	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-lines N, NE, NNE.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February. W, SSW.
Burlington, Wereley	L	1 SE; hwy NE	750	1	20-S1	F1	Rolling. Irreg atnd.
(PC)Cable-Union	P	2.5 SE; riv N	1351	2	33-S5-U	F2	winters. Use strips.
Cambridge	P	1.8 SE; hwy N	920	1	16-*L	F1	Rolling.
Cassville	L	1.2 ESE; riv SW	627	1	25		Advise use tfc pat over river. S. Use strips.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not lnd Strip 13 or tk-off Strip 31. P-line
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE; hwy N	828	3	h38-BL4-W	F2	
Colby-Abbotsford	P	1.2 NNE; RR E	1400	2	26-*L-S1	F1	NNE blkd.
(PC)Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR, hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Cornell	L	2.5 E; hwy S, W	1143	1	22		
Crandon	P	2.2 SSW; lk E	1640	1	23	F1	Use strip.
Crivitz	P	3.3 WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN								
Dallas	L	0.7SSE;RR W						S blkd.
Delavan, Lake Lawn	P	2.3 E;hwy S	980	1	29		(F2)	Rolling.
" Swan	L	5.3 N;hwy E	890	2	27			N blkd E/W strip ruf.
Drummond, Sorenson	P	11 W;lks N,W	1275	1	20		F1	CLOSED WINTERS. Rolling.
(PC)Durand,Schlosser	P	2.4 NNW;hwySE	800	2	26-*L-S3		F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1		F2	P-line E.
(PC)East Troy	L	0.3 W;bet hwys	822	1	20		(F1)	Atnd summers. P-line N. Do not lnd when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-W		F3	Use rnwys.
" Sky Haven	P	5 SW;bet hwys	840	2	31-(S5)		F1	
Edgerton, Tobacco City	P	2.7 N;hwy E	850	2	29-S1		F1	N blkd. Use strips.
Elkhorn, Walworth County	P	1.8 SE;hwy E	1000	2	26-*L1-S5		F2	NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24			CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40		F1	N,SE blkd.
" Price Lake	P	13.7 SW;lk E	1420	2	26-S3			N blkd.
Fond du Lac	P	1.9 ENE;hwy S	769	3	28-S5-U		F4	N blkd.
(PC)Ft. Atkinson	L	3 NNE;riv E	799	1	19			
Fredonia		1.2 ENE;hwy W						ABANDONED.
Gills Rock,Washington Island	L	8.4 NE;hwy W	656	2	25			SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S;hwy E	1540	1	22			P-lines SW.
Grantsburg, 7, MPS-QT	P	1.5 NNE;riv S	927	2	42-BL4-W			100' edge lndg strip ruf. Use strips.
(P)GREENBAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W		F4	Use rnwys.
" Nicolet	P	4.5 S;riv E	600	2	34			CLOSED-Marked.
Green Lake		3.8 W						(ABANDONED).
Hager City, Red Wing	See Red Wing Arpt, Minnesota under "NEW AIRPORTS"							
Hales Corners	L	0.7 SSE;hwy W	770	1	21-*L1-(S5)		F1	Use strip. Rolling.
Hartford	P	2 NNW	1080	2	21-S5		F2	SSW blkd;p-lines NNE. Use strips.
(PC)Hayward		2 NE;RR NW	1200	2	29			ABANDONED
Hika-Rutherford	L	0.2 SW;RR W	640	1	26			N,S blkd. Ruf.
Iola, Central County	L	4.8 E;hwy N	900	4	22			P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW;lk S	1100	1	29			
Janesville-City	P	1.8 NNE;RR NW	880	4	23-*L-S5		F2	
" ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-S5-W		F4	
Kenosha	P	2 S;RR W	623	2	30-*L3-S5		F3	NW blkd.
(PC)Kohler	P	1 N;hwy S	647	2	28-S5		F3	P-line NW. Rgt tfc Rnwys 34,21. Ruf. Ctn-Construction.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W		F4	
Lac du Flambeau,Bodi-Lac	L	5.8 S;lk S, E	1550	1	21			SW blkd.
Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	1	30			
Lake Delton,Wisconsin Dells	P	0.8 SE;hwy E	910	1	20-S3		F2	Rolling. No storage
Lake Mills	L	4.5 NW;hwy S	860	2	17-(S3)		F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW;hwyN	1550	1	30-S5-U		F2	N blkd.
Lancaster, Vesperman	P	1 ENE	1100	1	18-S3		F2	S blkd. No sto. Atnd summers only.
Land O' Lakes,King's Gateway	P	0.5 SSE;RR W	1706	2	44-S1		F3	
Laona	P	2.7 WSW	1550	3	31-S1		F1	P-line E.
(PC)La Pointe,Madeline Island	L	1.2 ENE;hwyNW	646	1	28			
Lone Rock,15, CHI-MPS	L	2 NNE;hwy S	717	3	38-BL2-W			Bcn lctd 1 mi. NW.
(AF,NG)MADISON,Truax	P	5 NE;RR W	859	4	h76-BL4,6-S3-W		F4	Rds E,NE. 2-way rdo rcrd. Unlgtd TV ant, N;trees SW. Overrun lgts.
" Morey	P	7 WNW;hwy 1 E	928	4	33-S5		F1	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1600	2	36-S1		F3	
Manitowoc	P	1.6 NNW;RR W	653	1	h38-BL4-S5-U		F2	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	3	26-*L-S5-U		F3	
Mauston	L	2.3 SE;hwy N	880	1	19-*L1-(S1)		(F1)	
Medford	L	1.8 NNE;hwy W	1410	2	16-S1		F1	Use strips.
" Taylor		2 SE;riv NW						(ABANDONED)
Menomonie	L	3.2 NE;RR N	895	4	25-(S1)		(F1)	S,SW,W,NW blkd;p-line N,SE.
Merrill	P	1.2 NNW	1280	2	h22-S1		F2	Use strips.
Milwaukee,Brown Deer	P	10 NNW;hwy N						ABANDONED.
(PC) " Curtis-Wright	P	6 NW;riv 1 W	745	5	h32-BL4-S5-U		F3	
(AF) " GENERAL MITCHELL	P	6 S;RR E,W	698	4	h67-BL4,5,8-S5-W-U		F4	P-lines NE,SE,NW. Rnwy 18-36 perm clsd. Rnwy 6-24, 4800' open to all acft days only. Rgt tfc Rnwy 1 and 6. 145 octane avail
(PC) " Maitland	P	3 ESE;riv S	588	1	h29-S3-U		F2	Rgt tfc N.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)		(F1)	P-line N. Rolling. Use strips. Clsd transient acft.
Minocqua	P	3.3 S;hwy W	1590	4	37-S1		F1	E,W blkd. Use strips. Lnd at own risk.
Monroe, Badger	P	1.8 SW;RR N	1080	2	19-S5		F2	Rolling. Ctn-ditch E side N,S strip
Montello,Myrland Farms Skylodge	P	1.5 NNW; lk W.	850	1	21		F1	Closed Dec and Feb. NNW blkd.
Neenah, Valley	P	3.9 SW;hwy E	760	2	21-S3		F1	P-line E. Rolling. Use strips
Neillsville-Memorial	L	5.7 W;hwy SW	1000	4	21			P-line SE. Use strips.
Oconomowoc	L	2.5 NE;hwy N	870	1	17			Use strip.
" Pabst	L	3.6 SE;hwy N,S	890	2	24			S blkd.
Oconto	P	2.6 SW;riv N	602	2	31-S3		F2	Use strips. E blkd.
Oconto Falls,Matravers Sky Ranch	P	1.3 ENE;bet RR, hwy.	700	2	25-S1		F2	P-lines NE, SW, NW.
Omro, Reds	P	3 N;RR 1 E	800	2	18-*L-(S5)		F2	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY	FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN								
(PC)Osceola	L	0.5 SE;hwy SW	694	2	26-(S1)		(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH,Winnebago Co.	P	2 SSW;RR E	790	4	h48-BL4-S5-W		F3	S blkd;p-lines N,NE,E. Rgt tfc tk-offs rnwys 4,9.
Palmyra	L	0.5 NW;hwy E	854	1	21			
Pardeeville	L	0.6 SW;RR N	810	1	23			P-line SW.
Pewaukee,Aero Park	P	5.6 NE;riv W	820	3	27-S3		F2	No storage. NSE,S,NW blkd;p-line SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5		F2	W end E/W strip soft, low, S blkd. Rolling.
(PC)Phillips	P	1.2 N;RR W	1475	2	35-*L-S1		F2	Ctn-parked acft S. Use strips.
Plainfield	L	0.5 SW;hwy N	1100	2	20			NW blkd;p-line SW.
Plymouth, Carm	L	1.9 NW	900	2	22-*L4			Use strips.
" Chaplin's	P	1 NNW;RR W	868	1	22-S5		F2	P-line W;hill E. Use strip.
Portage	P	1.7 SSW;crk N	760	1	24		F1	W blkd.
" Mael	P	1.6 NW;hwy W	820	2	30-S5		F2	P-lines S, W Ruf.
" -Manley	L	4.5 SE	800	1	32			P-line W.
Prairie du Chien	P	2.6 SSE;hwy E	650	2	30-S1		F2	E,S blkd. Rolling. Use strips.
Pulaski, Kubiak's	L	1.5 E;RR 1 SW	780	1	24			
Racine, Horlick-Racine	P	2 N;RR E	665	4	h40-B*L4-S5-W-U		F4	Use rnwys, strips. Sod unsafe.
Reedsburg	P	1.5 E;RR S	880	2	23-S5		F1	N blkd. Major eng rprs only.
(PC)RHINELANDER-Oneida County	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W		F3	Use strip, rnwy.
Rice Lake	L	3.9 NNE;lk W	1150	3	35			SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-*L-S1		F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1		F1	S blkd.
Ripon, Gerrie	L	2.3 NE;RR N	960	1	19-(S3)		(F1)	
River Falls	L	0.5 NW;riv E	914	2	26			N,S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5		F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	640	1	19			
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-*L-(S5)-U		F2	Inop twr W;p-line SW. Ruf. Use strips.
Shell Lake	L	1.2 SE;lk N,E,S	1210	3	26-(S1)		(F1)	Ruf in spots.
Shiocton	L	1 NE;hwy S	780	2	17			
Shullsburg	L	1.1 S;hwy N	1080	2	17-(S1)		(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5		F2	W blkd.
Sparta-Angelo	P	2.2 NE;RR SE	800	3	25-S1		F1	ESE blkd;p-lines N,NE. Ruf.
Spencer	P	0.5 SW	1310	3	26-S3		F1	W blkd:p-line NNW. 30' tree between strips. Soft when wet.
(PC)Spooner	L	5 NE;RR 1 NW	1103	3	22			
" Commercial	P	5 N;lk NW	1072	3	26-*L-S3		F2	P-line SE. Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE;hwy W	1107	2	h40-BL4-S5		F3	Use rnwys.
Stoughton, Nelson	P	1 E;hwy N	880	2	20-S4		F2	Use strips.
(PC)Sturgeon Bay,Cherryland	P	2 WNW	718	3	32-(S3)		F2	
Sturtevant, Air City	P	0.6 SE;hwy N	633	4	26-S3		F1	N,E,W, ENE blkd;p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-*L-S5		F2	P-lines SE, NW. Use strips.
Three Lakes	L	0.5 S;RR E	1660	2	21			NW, SW blkd.
Tomah	L	1 E;RR N	970	2	26-S1		F1	N,S blkd. Ruf.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	3	30			Rgt tfc W, SW. No lndg to NW, SE blkd;p-line SSW. Lnd at own risk.
" Werner	P	1 E	1450	1	22-S1		F2	SW end blkd. Clsd winter months.
Valmy, Felhofer Bros.	P	0.5 S;hwy N	616	2	23-S3		F2	P-line NNE. Use strips. No sto. avail. Use rnwys.
Watertown	L	1.2 S;riv W	820	3	30-(S5)		(F2)	NW blkd. h1500' SW portion NE/SW Rnwy
Waukesha-County	L	1.8 N;hwy NE	904	3	31-L4-S5-U		F2	S blkd. Rolling. E/W strip soft-wet.
(PC)Waupaca	L	4 ESE;riv N,E	860	4	28-(S3)		F2	Atnd wk-ends. Use strips-wet.
Waupun	P	2 WSW;hwy N	915	3	25-S3		F2	P-line N. Silos W,E,W strip ruf. Soft-wet.
(P)WAUSAU,Alexander	P	2.5 S;riv SW	1205	3	h44-BL4-S5-W		F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28			
West Bend	P	2.5 E;riv S	880	2	31-B*L2-S5		F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S5		F2	Ctn-soft where culvert crosses strip.
Wild Rose	L	2.5 NE;riv N	990	2	34			P-line N. Rolling.
Winter, Rainbow Lodge	See Ojibua, Rainbow Lodge Arpt under "NEW AIRPORTS"							
Wonewoc, Castle Rock	L	1.1 NNW;hwyN	960	1	18-(S1)		(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	L	3 W	1600	2	25-(S5)		(F3)	Atnd wk-ends only. W blkd.
NEW AIRPORTS (or airports out of alphabetical alignment)								
Ojibua, Rainbow Lodge		1.2 NE;riv S						ABANDONED.
Solon Springs	P	3 S;hwy E	1100	1	22		F1	
Lilly		0.6 SE;hwy S						(ABANDONED).
Kendall	P	0.5 E;RR S	1080	2	20			Closed-soft. N blkd. Rolling.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24		F1	Apch blkd by trees.
Wisconsin Rapids, Peterson's	L	3 SE;RR NNE	960	3	36			Use at own risk. SW end NE/SW strip ruf. S blkd.
Stone Lake, Sand Beach	P	5.8 ENE;lk N	1300	1	20		(F1)	Fuel avail summer mos only. NNE, SSW
Mauston-Woodside Ranch	L	5E;riv S.	880	1	20			CLSD WINTER. Rolling. blkd.
WYOMING								
Afton	P	0.3 S;hwy E	6239	1	48-S5		F2	N blkd;ditches W. Rgt tfc S, Cattle fld.
Baggs	L	1.4 S;hwy E	6400	3	30			P-line E.
Basin	L	2.5 NE;riv W	3775	2	32		(F1)	SE blkd.
Big Piney	L	2.7 N;hwy E	6900	2	64			
Buffalo	P	2.6 NNW,crk SE	4900	2	40-B-S5		F3	
" Lake De Smet-Seney Pt	L	9 N;lk W	4630	1	16			Use with ctn.
(AF,NG)CASPER,Natrona Co.	P	7.5 WNW;hwySW	5348	4	h90-BL4-S5-W-U		F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell		5 NNW;hwy E	5346	3	h52-S3		F3	ABANDONED

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		WYOMING					
(NG)CHEYENNE	P	1 N;hwy W	6156	3	h75-BL4ß-S5-W	F4	Avoid hospital E,Ctn-tk-off,Indg Rnwy 16 twr unable to ctl due obstn N.
(PC)Cody	P	2 ESE;hwy S	5096	2	h54-BL4-S5-U	F3	N/S rnwy clsd,P-line SW.
Cokeville	L	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	L	2 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	2	h50-BL4-(S5)-W	(F3)	ENE/WSW strip ruf. P-line NE.
Dull Center,Sherwin #1	P	8.4 NE;riv S	4176	2	33-(S1)	(F1)	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment,Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW,NW.
Ft. Bridger,9,SLC-OMA	P	5N; hwy E	7016	2	51-BL2-W		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-*L1-S5	F3	NNW/SSE strip ruf,Ctn-peak W.
" Arpk	L	1.7 ESE;RR N	4500	3	37		INACTIVE,NW blkd.
(PC)GREYBULL	P	2 NW;hwy S	3933	2	51-BL4-S5	F1	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf,N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
(PC)JACKSON	P	9 N	6438	2	57-S1	F3	Corral SSW
Kemmerer	P	1.5 NNW;RR S	7282	3	71-BL2		
Lander	P	1.5 S;riv W	5586	1	h49-S3-W	F3	No storage.
(P)LARAMIE,Brees	P	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf,Posts NE,SW.
Lingle	L	1.2 N;hwy E	4200	1	31		INACTIVE,P-line SE,Ruf.
Lovell	L	1 SE;hwy W	3850	1	25		CLOSED,SW blkd.
Lusk	P	2.9 E;RR,hwy S	4960	1	49-S5	F1	
(PC)Medicine Bow,31,SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE.
(PC)Newcastle,Mondell	P	6.2 WNW;RR N	4165	3	h45-B*L4-S1	F1	P-lines N,E.
Pavillion	L	1.2 N	5625	4	29		Embankment E,Rolling.
Pine Bluffs		4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	P	8 NNW;rd NE	5094	3	56-BL4-(S1)	(F1)	
(P)RAWLINS	P	2.3 NE;RR,hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5476	4	51-B*L4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	Fuel avail 0800-1600,Mon-Fri.
Saratoga	L	0.7 SSW;hwy E	6900	3	68	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance,Schloredt	L	1.8 SW	4800	3	17		
Sussex,22A,CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S;rd NE	4250	1	23		
Thayne,Humpherys	P	2.5 NNE;riv 2 W	6000	1	29		INACTIVE,Use at own risk.
Thermopolis	L	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	L	4.2 S;hwy W	4350	4	37-*L1-(S1)	(F1)	S W blkd;p-lines SE,SW,NW.
Wheatland	L	1.3 E	4775	1	42		Ctn-erosion,Ruf.
(PC)WORLAND	L	3.3 S;canal NW	4254	2	h52-BL4-S1	F3	NW/SE strip ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Worland,Wostenberg	L	4E;hwy S	4200	2	26		
		PUERTO RICO					
Arecibo	M	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	C	2.5W;RR S	75	1	h35-S5	91	Use rnwy
MAYAGUEZ	M	4 N;RR W	29	1	h42-W	F1	
Ponce, Don Q	P	3 E;rd S	25	1	31		Soft, dangerous when wet. ESE blkd.
San Juan, Puerto Rico Intn'l,	M	6 ESE;Ocean N	9	1	h78		Ctn-const, emerg use only.
SAN JUAN-Air Terminal	M	2 S;bay W	11	1	h53-BL4-S5-W	F4	ARPT OF ENTRY.
Santa Isabel	M	1 E;RR S	27	1	h40-L4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
		VIRGIN ISLANDS					
ST. CROIX, Christiansted, Hamilton	M	6.5 SW;Sea S	57	1	h40-B*L4-W	F3	Use North rnwy only.
ST. THOMAS, Charlotte Amalie, Truman	M	2 W	10	1	h42-B*L4-S1-W	F3	Hill E100' extreme eastern end Rnwy 9-27 clsd-mrkd.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention, W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current NOTAMS for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° of azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries

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DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (1) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification; e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occurring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also, pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

DANGER AREA PENETRATION: Information received from military authorities presents compelling evidence that civilian pilots are frequently penetrating danger areas without prior permission of the appropriate military authorities. The activities engaged in by the military within these areas present a real hazard to aircraft, since they encompass aerial gunnery, air-to-ground and ground-to- air gunnery, anti-aircraft test firing, rocket firing, bombing, and ordnance testing.

Accordingly, the Office of Aviation Safety urges that all pilots consider the consequences to themselves and to their passengers of unnecessary exposure to such hazards. It is of prime importance to the safe conduct of a flight that the pilot carefully plan the routes so as to eliminate all possibility of inadvertently penetrating any danger area, and to obtain prior permission from the military before willfully entering such area.

(6-15-54)

VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchel which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ±4° be indicated through use of the ground check or ±6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of June 14, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren Co.
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Carlsbad, N. Mex.
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Cheyenne, Wyo., Municipal
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona, Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer

GROUND (Cont'd)

Fresno, Calif., Fresno Air Terminal
Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Junction, Texas
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va., Municipal
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal

GROUND (Cont'd)

Saint Petersburg, Fla., Pinellas County Intn'l
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Wheeling, W.Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB
(Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley Intn'l
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD - SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l

AIRBORNE (Cont'd)

Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Goodland, Kansas
Grants, New Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Hobbs, N. Mex., Lea County
Houston, Texas, Ellington AFB
(Houston VOR)
Hoquiam, Wash., Bowerman Fld
Knoxville, Tenn., McGhee-Tyson
La Junta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key
Midland, Texas, Air Terminal
Miles City, Mont.
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline Quad City
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and
Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N. Y., Westchester Co.
Wilkes Barre, Pa., Wilkes-Barre Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz.

PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS: After June 14, 1954, during routine or emergency maintenance periods, which have been advertised in the usual manner, identification will be removed from certain Federal Airways System Navaids, namely, ILS Localizers, VHF Ranges (VOR, TVOR & VAR), and L/MF Ranges. This new policy relative to signaling pilots that maintenance work is in progress at these Navaids was set forth in Federal Airways All Regional Letter No. 268, dated May 14, 1954, entitled "Removal of Identification During Maintenance Periods." The removal of identification serves as an additional warning to pilots that the facility has been officially taken over by "Maintenence" for tune-up or repair and may be unreliable even though on the air intermittently or constantly. This procedure is not to be considered in any way as a substitution for the official NOTAM covering "maintenance shutdown" but instead, is an adjunct to same as outlined above.

✓NEW AIRPORT TYPE CLASSIFICATIONS: Effective with this issue of the Guide, airports carried in the Directory and Notams will be classified by type as either "P" (Public Use) or "L" (Limited). See Airport Legend, page 26, for details of the new types.

✓MINIMUM EN ROUTE IFR ALTITUDES: Effective June 15, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min.Alt
(1) Green Civil Airway No. 2 is amended to read in part:		
*Spokane, Wash. (LFR)	Mullan Pass, Idaho (LFR)	9,000
*6,200' - Minimum crossing altitude at Spokane (LFR), E-bound		
Miles City, Mont. (LFR)	Dickinson, N. Dak. (LFR)	4,500
Alexandria, Minn. (LFR)	Minneapolis, Minn. (LFR)	2,600
Hamel (INT), Minn.	Minneapolis, Minn. (LFR) (SE bound only)	2,500
(2) Green Civil Airway No. 4 is amended to read in part:		
Cassoday (INT), Kans.	Centropolis (INT), Kans.	3,000
Centropolis (INT), Kans.	Kansas City, Mo. (LFR)	2,300
(3) Green Civil Airway No. 5 is amended to read in part:		
Salt Flat, Texas (LFR)	Wink, Texas (LFR)	10,000
Guadaloupe Pass, Texas (FM)	Wink, Texas (LFR) (E bound only)	8,000
(4) Green Civil Airway No. 6 is amended to read in part:		
New Orleans, La. (LFR)	Bay Minette, Ala. (LF/RBN)	1,400
(5) Amber Civil Airway No. 1 is amended to read in part:		
Toledo, Wash. (LFR)	Tacoma, Wash. (LFR)	5,000
Tacoma, Wash. (LFR)	Seattle, Wash. (LFR)	3,000
(6) Amber Civil Airway No. 4 is amended to read in part:		
Kansas City, Mo. (LFR)	Int. NE crs Forbes AFB, Kans. & NW crs Kansas City, Mo. (LFR)	2,400
Int. NE crs Forbes AFB, Kans. (LFR) & NW crs Kansas City, Mo. (LFR)	Glenwood (INT), Nebr.	2,500
(7) Red Civil Airway No. 21 is amended to read in part:		
Providence, R. I. (LFR)	Squantum, Mass. (LFR)	2,000
(8) Red Civil Airway No. 34 is amended to read in part:		
Int. NE crs Greensboro, N. C. (LFR) & NW crs Raleigh, N. C. (LFR)	Raleigh, N. C. (LFR)	2,000
(9) Red Civil Airway No. 95 is amended to read in part:		
Elmira, N. Y. (LFR)	Sherrill (INT), N. Y.	3,500
Sherrill (INT), N. Y.	Utica, N. Y. (LFR)	3,000
(10) Red Civil Airway No. 104 is added to read:		
Greensboro, N. C. (LFR)	Pittsboro (INT), N. C.	2,400
Pittsboro (INT), N. C.	Int. SE crs Greensboro, N. C. (LFR) & S crs Raleigh, N. C. (LFR)	1,600
(11) Blue Civil Airway No. 55 is amended to read:		
Crestview, Fla. (LFR)	Andalusia (INT), Ala.	1,700
Andalusia (INT), Ala.	Maxwell AFB - Montgomery, Ala. (LFR)	2,500
(12) Direct Routes - United States is amended by adding:		
New Orleans, La. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
New Orleans, La. (LFR)	Keesler AFB - Biloxi, Miss. (LFR)	1,400
Keesler AFB - Biloxi, Miss. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
(13) VOR Civil Airway No. 2 is amended to read in part:		
Miles City, Mont. (VOR)	Golva, N. Dak. (VOR)	4,500

From	To	Min. Alt.
(14) VOR Civil Airway No. 8 is amended to read in part:		
Imperial, Nebr. (VOR) Via S alternate	Grand Island, Nebr. (VOR) Via S alternate	*7,400 *7,500
*4,300' - Minimum terrain clearance altitude		
(15) VOR Civil Airway No. 14 is amended by adding:		
Oklahoma City, Okla. (VOR) Via S alternate	Tulsa, Okla. (VOR) Via S alternate	4,600
(16) VOR Civil Airway No. 15 is amended to read in part:		
Dallas, Texas (VOR) Via W alternate	Little Elm (INT), Texas Via W alternate	2,000
Little Elm (INT), Texas Via W alternate	Ardmore, Okla. (VOR) Via W alternate	*2,400
*2,200' - Minimum terrain clearance altitude		
(17) VOR Civil Airway No. 17 is amended to read in part:		
Ft. Worth, Texas (VOR)	Oklahoma City, Okla. (VOR)	6,300
(18) VOR Civil Airway No. 114 is amended to read in part:		
*Sanger (INT), Texas Via N alternate	Little Elm (INT), Texas Via N alternate	**2,400
*2,700' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
Little Elm (INT), Texas Via N alternate	Dallas, Texas (VOR) Via N alternate	2,000
(19) VOR Civil Airway No. 115 is amended to read in part:		
Andalusia (INT), Ala.	Montgomery, Ala. (VOR)	2,500
(20) VOR Civil Airway No. 139 is amended to read in part:		
Providence, R. I. (ILS Lclzr)	Boston, Mass. (ILS Lclzr)	2,000
(21) VOR Civil Airway No. 140 is added to read:		
Nashville, Tenn. (VOR)	Corbin, Ky. (VAR)	*5,000
*3,400' - Minimum terrain clearance altitude		
Corbin, Ky. (VAR)	Daley (INT), Ky.	*6,000
*4,000' - Minimum terrain clearance altitude		
Daley (INT), Ky.	Paynesville, W. Va. (LF/RBN)	*10,000
*5,000' - Minimum terrain clearance altitude		
Paynesville, W. Va. (LF/RBN)	Gap Mills (INT), W. Va.	*10,000
*6,000' - Minimum terrain clearance altitude		
*Gap Mills (INT), W. Va.	Montebello, Va. (VOR)	**6,000
**6,000' - Minimum terrain clearance altitude		
*10,000 - Minimum reception altitude		
(22) VOR Civil Airway No. 151 is amended to read in part:		
Woonsocket (INT), Mass.	*Millbury (INT), Mass.	2,000
*3,000' - Minimum crossing altitude at Millbury (INT), NW-bound		
(23) VOR Civil Airway No. 159 is added to read:		
West Palm Beach, Fla. (VOR)	Vero Beach, Fla. (VOR)	1,500

✓CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE and REPORTING POINT AMENDMENTS: Unless otherwise advised, the civil airway, control area, control area extension, control zone and reporting point alterations designated hereinafter are adopted to become effective 0001 EST July 6, 1954. However, in order to establish and realign the navigational facilities associated with such designations with a minimum of inconvenience to air traffic, it may be necessary to prescribe temporary designations during such period in the current Notices to Airmen. Therefore, beginning June 22, 1954, and until the effective date specified above, any person operating an aircraft along or near the controlled airspace affected by these alterations shall consult the current Notices to Airmen, available at all CAA communications stations, to determine whether any temporary designations are specified therein and comply with the applicable air traffic rules.

CIVIL AIRWAYS: (1) Green civil airway No. 6 (Laredo, Texas to Norfolk, Va.) is amended between Atlanta, Ga., and Greensboro, N. C. to read: "Atlanta, Ga. radio range station; Spartanburg, S. C. radio range station; Greensboro, N. C. radio range station;".....

(2) Amber civil airway No. 8 (Los Angeles, Calif. to The Dalles, Oregon) is amended between the Santa Barbara, Calif., rdo rng stn and the Travis AFB, Calif. rdo rng stn to read: "Santa Barbara, Calif. rdo rng stn to the intsxn of the NW crs of the Santa Barbara, Calif. rdo rng and the SW crs of the Fresno, Calif. rdo rng. From the intsxn of the NW crs of San Francisco, Calif. rdo rng and the SW crs of Travis AFB, Calif. rdo rng via Travis AFB, Calif. rdo rng stn".....

(3) Red civil arwy No. 9 is amended by changing caption to read: "(San Diego, Calif. to Casa Grande, Ariz.)" and by deleting portion which reads: "From Phoenix, Ariz. rdo rng stn via Payson, Ariz. non-directional rdo bcn to Winslow, Ariz. rdo rng stn."

(4) Red civil arwy No. 11 (Enid, Okla. to Boston, Mass.) is amended by deleting portion which reads: "From the intersection of the east course of Clear Creek, Ont., Canada, radio range and the SW course of the Buffalo, N. Y. radio range to the Dansville, N. Y. radio range to the Danville, New York radio range station." and by adding the following portion before the "Albany, New York radio range station"; "From the Erie, Penn. radio range station

(6-15-54)

via the Bradford, Pa. non-directional radio beacon; Elmira, N. Y. radio range station; Albany, N. Y. radio range station" (Note: The deleted portion above will become Red 91 Dunkirk to Syracuse; the portion Erie via Bradford to Elmira was Red 51, being revoked herein. Above necessary due to request for a direct airway Dunkirk-Dansville-Syracuse.)

(5) Red civil airway No. 25 (Tallahassee, Fla. to Miami, Fla.) is amended between Tampa and Miami to read: "Tampa, Fla., radio range station; the intsxn of the SE course of the Tampa, Fla. radio range and the N course of the Fort Myers, Fla., radio range; Fort Myers, Fla. radio range station; the intsxn of the SE course of the Fort Myers, Fla. radio range and the W course of the Miami, Fla. radio range to the Miami, Fla. radio range station." (Due to realignment NW course Ft. Myers range).

(6) Red civil airway No. 34 (Charleston, W. Va. to Weeksville, N. C.) is amended between Rocky Mount, N. C. and Weeksville, N. C. to read: "Rocky Mount, N. C. VHF VAR radio range station; the intersection of the NE course of the Rocky Mount, N. C. VHF VAR radio range and the N course of the Williamston, N. C. VHF VAR radio range to the Weeksville, N. C. (Navy) radio range station."

(7) Red civil airway No. 53 (Joplin, Mo. to Springfield, Mo.) is revoked.

(8) Red civil airway No. 51 (Erie, Pa. to Elmira, N. Y.) is revoked.

(9) Red civil airway No. 58 (Salinas, Calif. to Los Banos, Calif.) is revoked.

(10) Red civil airway No. 91 (Dunkirk, N. Y. to Syracuse, N. Y.) is added to read: "From the Dunkirk, N. Y. non-directional radio beacon via the Dansville, N. Y. non-directional radio beacon to the Syracuse, N. Y. radio range station."

(11) Red civil airway No. 101 (Tampa, Fla. to Miami, Fla.) is amended to read: "From the intsxn of the SE course of the Tampa, Fla. radio range and the N course of the Fort Myers, Fla. radio range to the Miami, Fla. radio range station."

(11a) Red civil airway No. 105 is amended by changing caption to read: "(Wichita, Kans. to Springfield, Mo.)" and by changing last portion to read: "via the Chanute, Kans. radio range station to the intsxn of the east course of the Chanute, Kans. radio range and the SW course of the Springfield, Mo. radio range." (NOTE: Extended due to decommissioning of Joplin, Mo. range and revocation of Red 53 over approximately same airspace.)

(11b) Blue civil airway No. 7 (Hollister, Calif. to Williams, Calif.) is amended by deleting the portion which reads: "From the intsxn of the NE course of the Salinas, Calif. radio range and the SE course of the Oakland, Calif. radio range to the intsxn of the SE course of the Oakland, Calif. radio range and the NW course of the Fresno, Calif. radio range." (Due to decommissioning of Salinas, Calif. range.)

(12) Blue civil airway No. 11 is amended by changing caption to read: "(Findlay, Ohio to Niagara Falls, N. Y.)" and is further amended to read: "From the Findlay, Ohio non-directional radio beacon via the Cleveland, Ohio radio range station; Erie, Pa. radio range station to the intsxn of the SW crs of the Buffalo, N.Y. radio range and E crs of the Clear Creek, Ont. Canada radio range. From the Buffalo, N.Y. radio range station to Niagara Falls, N.Y. Arpt, excluding portion which lies outside U. S. territory." (Note: This revokes the portion of Blue 11 from a point at lat. 41-28-40, long. 82-48-00 via South Bass intsxn to Mid-Lake intsxn, per ASP Meeting 362, and adds a portion from Findlay H to Cleveland LF range.)

(13) Blue civil airway No. 13 (Houston, Texas to Des Moines, Iowa) is amended by deleting portion from Van Buren, Ark., to intsxn NE crs Kansas City, Mo. and S crs Des Moines ranges

(14) Blue civil airway No. 15 is amended by changing caption to read: "(Huntington, W. Va. to Youngstown, Ohio)" and by adding a portion to present airway to read: "From the Akron-Canton Co. Arpt ILS outer marker to the Hubbard, Ohio non-directional radio beacon."

(15) Blue civil airway No. 24 (El Centro, Calif. to Daggett, Calif.) is amended to read: "From the El Centro, Calif. radio range station via the intsxn of the NW course of the El Centro, Calif. radio range and the SE course of the Daggett, Calif. radio range to the Daggett, Calif. radio range station, excluding the portion which overlaps Salton Sea danger area (D-303)" (Note: Due to decommissioning Thermal, Calif. July 6, airway reworded).

(16) Blue civil airway No. 46 (Memphis, Tenn. to Paducah, Ky.) is amended to read: "From the Memphis, Tenn. radio range station via the intsxn of a line bearing 01° true from the Memphis, Tenn. radio range station and a line bearing 216° true from the Dyersburg, Tenn. non-directional radio beacon; Dyersburg, Tenn. non-directional radio beacon to the Paducah, Ky. non-directional radio beacon."

(17) Blue civil airway No. 54 is amended by changing caption to read: "(Evergreen, Calif. to Hamilton AFB, Calif.)" and is further amended to read: "From the Evergreen, Calif. non-directional radio beacon to the San Francisco, Calif. radio range station. From the intsxn of the NW course of the Oakland, Calif. radio range and the SW course of the Travis AFB, Calif. radio range to a point at lat. 38-02-45, long. 122-31-40." (Note: This cancels portion of Blue 54 from Salinas, Calif. range station to Evergreen H facility, due to decom. Salinas range.)

(18) Blue civil airway No. 60 (Sunnyvale, Calif. to Stockton, Calif.) is amended to read: "From the Moffett NAS, Sunnyvale, Calif. radio range station to the intsxn of the NE course of the Moffett NAS, Calif. radio range and the W course of the Stockton, Calif. radio range." (Note: Portion deleted from intsxn NW Salinas and SW Moffett to Moffett NAS range station, due to decommissioning of Salinas, Calif. range.)

(19) Blue civil airway No. 61 (Springfield, Mo. to Kansas City, Mo.) is amended to read: "From the Springfield, Mo. radio range station via the intsxn of the NW course of the Springfield, Mo. radio range and the SE course of the Kansas City, Mo. radio range to the Kansas City, Mo. radio range station." (Note: Reworded and extended into Kansas City due to decom. of Joplin range and revocation part of Blue 13.)

(20) Blue civil airway No. 62 (Ypsilanti, Mich. to Traverse City, Mich.) is amended to read: "From the intsxn of the W course of the Detroit, Mich. radio range and the S course of the Salem, Mich. VHF VAR radio range via the Salem, Mich. VHF VAR radio range station: Saginaw, Mich. non-directional radio beacon; Gladwin, Mich. non-directional radio beacon to the Traverse City, Mich. radio range station." (Note: Flint, Mich. H facility removed from airway designation; being decommissioned July 6.)

(21) Blue civil airway No. 79 (Petersburg, Alaska to U. S.-Canadian Border) is added to read: "That airspace over U. S. territory from the Petersburg, Alaska radio range station via the Haines, Alaska non-directional radio beacon to the Pon Lake, Y. T., Canada, non-directional radio beacon."

VOR AIRWAYS

(1) VOR civil airway No. 4 (Seattle, Wash. to Washington, D. C.) is amended by changing all after the Louisville, Ky. omnirng station to read: "Louisville, Ky. omnirng station, including a north alternate from the Evansville omnirng station to the Louisville omnirng station; Lexington, Ky. omnirng station, including a north alternate via the intsxn of the Louisville omnirng 083° true and the Lexington omnirng 294° true radials and also a south alternate via the intsxn of the Louisville omnirng 123° true and the Lexington omnirng 264° true radials; Charleston, W. Va., omnirng station; Elkins, W. Va., omnirng station, including a north alternate via the intsxn of the Charleston omnirng 046° true and the Elkins omnirng 264° true radials and also a south alternate via the intsxn of the Charleston omnirng 081° true and the Elkins omnirng 227° true radials; Front Royal, Va. omnirng station; Herndon, Va. omnirng station to the point of intsxn of the Herndon omnirng 089° true and the Washington, D. C. terminal omnirng 351° true radials."

(2) VOR civil airway No. 14 (Roswell, N. Mex. to Boston, Mass.) is amended by changing all after the Gardner, Mass. omnirng station to read: "Gardner, Mass. omnirng station to the point of intsxn of the Gardner omnirng 114° true and the Boston, Mass. omnirng 223° true radials."

(3) VOR civil airway No. 23 (San Diego, Calif. to Bellingham, Wash.) is amended by changing all after the Seattle, Wash. omnirng station to read: "Seattle, Wash. omnirng station; intersection of the Seattle omnirng 359° true and the Bellingham omnirng 169° true radials; Bellingham, Wash. omnirng station to the U. S. Canadian Border via the Bellingham omnirng 304° true radial."

(4) VOR civil airway No. 96 (Lafayette, Ind. to Toledo, Ohio) is amended to read: "From the Lafayette, Ind. omnirng station via the intsxn of the Lafayette omnirng 079° true and the Fort Wayne omnirng 226° true radials; Fort Wayne, Ind. omnirng station to the Waterville, Ohio omnirng station."

(5) VOR civil airway No. 108 (Charleston, W. Va. to Richmond, Va.) is added to read: "From the Charleston, W. Va. omnirng station via the Montebello, Va. omnirng station to the Flat Rock, Va. omnirng station."

(6) VOR civil airway No. 128 (Charleston, W. Va. to Raleigh, N. C.) is amended to read: "From the Charleston, W. Va. omnirng station via the Pulaski, Va. omnirng station; Greensboro, N. C. omnirng station to the Raleigh, N. C. omnirng station."

(7) VOR civil airway No. 140 (Nashville, Tenn. to New York, N. Y.) is amended to read: "From the Nashville, Tenn. omnirng station via the intsxn of the Nashville omnirng 059° true radial and the Corbin VAR W aural course; Corbin, Ky. VAR station; Paynesville, W. Va. non-directional radio beacon; Montebello, Va. omnirng station to the Herndon, Va. omnirng station. From the Baltimore, Md. omnirng station to the point of intsxn of the Baltimore omnirng 045° true radial with the Dover, Del., 310° true radial and the SW course of the Philadelphia, Pa. radio range station, excluding the portion which overlaps the Aberdeen Danger Area (D-54). From the point of intsxn of the Philadelphia, Pa. International Arpt ILS 256° true lclzr course and the West Chester, Pa. omnirng 170° true radial via the Philadelphia Intn'l Arpt ILS lclzr to the Colts Neck, N. J. omnirng station via the Colts Neck omnirng 242° true radial."

(8) VOR civil airway No. 160 (Denver, Colo. to Sidney, Nebr.) is added to read: "From the Denver, Colo. omnirng station to the Sidney, Nebr. omnirng station."

(9) VOR civil airway No. 162 (Harrisburg, Pa. to Reading, Pa.) is added to read: "From the Harrisburg, Pa. omnirng station to the point of intsxn of the Harrisburg omnirng 086° true and the Allentown, Pa. omnirng 228° true radials."

CONTROL AREAS

(1) Amber civil airway No. 2 (Long Beach, Calif. to Umiat, Alaska) is amended by changing last portion to read: "From the intsxn of the NW course of the Snag, Yukon Territory, Canada, radio range and the U. S. Canadian Border to a line extended at right angles through a point 25 miles N of the Bettles, Alaska, radio range station."

(2) Red civil airway No. 9 is amended by changing caption to read: "(San Diego, Calif. to Casa Grande, Ariz.)"

(3) Red civil airway No. 51 (Erie, Pa. to Elmira, N. Y.) is revoked.

(4) Red civil airway No. 53 (Joplin, Mo. to Springfield, Mo.) is revoked.

(5) Red civil airway No. 58 (Salinas, Calif. to Los Banos, Calif.) is revoked.

(6) Red civil airway No. 91 (Dunkirk, N. Y. to Syracuse, N. Y.) is added to read: "All of Red civil airway No. 91."

(7) Red civil airway No. 105 is amended by changing caption to read: "(Wichita, Kans. to Springfield, Mo.)"

(8) Blue civil airway No. 11 is amended by changing caption to read: "(Findlay, Ohio to Niagara Falls, N. Y.)"

(9) Blue civil airway No. 15 is amended by changing caption to read: "(Huntington, W. Va. to Youngstown, Ohio)."

(10) Blue civil airway No. 54 is amended by changing caption to read: "(Evergreen, Calif. to Hamilton AFB, Calif.)"

(11) Blue civil airway No. 79 (Petersburg, Alaska to U. S.-Canadian Border) is added to read: "All of Blue civil airway No. 79."

(12) VOR civil airway No. 96 (Lafayette, Ind. to Toledo, Ohio) is amended to read: "All of VOR civil airway No. 96."

(13) VOR civil airway No. 108 (Charleston, W. Va. to Richmond, Va.) is added to read: "All of VOR civil airway No. 108."

(14) VOR civil airway No. 128 (Charleston, W. Va. to Raleigh, N. C.) is amended to read: "All of VOR civil airway No. 128."

(15) VOR civil airway No. 140 (Nashville, Tenn. to New York, N. Y.) is amended to read: "All of VOR civil airway No. 140."

(16) VOR civil airway No. 160 (Denver, Colo. to Sidney, Nebr.) is added to read: "All of VOR civil airway No. 160."

(17) VOR civil airway No. 162 (Harrisburg, Pa. to Reading, Pa.) is added to read: "All of VOR civil airway No. 162."

CONTROL AREA EXTENSIONS

(1) (Sitka, Alaska) is added to read: "Within 5 miles either side of the SW course of the Sitka, Alaska radio range extending from the radio range station to a point 25 miles SW."

(2) (Key West, Fla.) is revoked.

(3) (Big Spring, Texas) is added to read: "That airspace within a 37 mile radius of the Big Spring radio range station."

(4) (Vero Beach, Fla.) is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Vero Beach omnirng station to a circle 10 miles in radius centered on the intsxn of the E course of the Melbourne, Fla. radio range and the center of control area extension No. 1150, excluding that portion below 5000 feet except that airspace which lies within existing control area or control area extension." (Note: Prior ATC approval required before entering warning areas.)

(5) (San Angelo, Texas) is added to read: "That airspace within a 30 mile radius of the San Angelo, Texas radio range station lying in the SE and NE quadrants of the radio range including that airspace lying in the NW quadrant of the radio range extending from the N course of the radio range westward to VOR civil airway No. 76N."

(6) (West Palm Beach, Fla.) is added to read: "Within 5 miles either side of the 36° true radial of the West Palm Beach omnirng extending from the omnirng station to a point 100 miles NE, thence northwestward within 5 miles either side of the 127° true radial of the Daytona Beach, Fla. omnirng to its intersection with the centerline of Control area extension No. 1150, excluding the portion below 2000 feet which lies outside the continental limits of the United States."

(7) (Midland, Texas) is amended to read: "That airspace within a 25 mile radius of the Midland radio range station; that airspace within 5 miles either side of the Midland ILS lclzr SW course extending from the lclzr to lat. 31-30-00, and that airspace between the Midland, Texas and El Paso, Texas radio range stations bounded on the north by Green 5 and on the SW, south and SE by VOR civil airway No. 66."

(8) (White Sulphur Springs, W. Va.) is added to read: "That airspace within 5 miles either side of lines bearing 227° true and 47° true from the Greenbrier Arpt extending from Red civil airway No. 37 on the SW to a point 10 miles NE of the arpt."

(9) (Richmond, Va.) is added to read: "That airspace W of Richmond bounded on the S by Red civil airway No. 77, on the NW by Red civil airway No. 45 and on the NE by Red civil airway No. 33."

(10) (Lansing, Mich.) is amended by adding the following to present control area extension: "and within 5 miles either side of the NW course of the Lansing radio range extending from the radio range station to Blue civil airway No. 42."

(11) (Oklahoma City, Okla.) is amended by changing last portion to read: "and the airspace NE of Oklahoma City bounded on the SE by VOR civil airway No. 14N, on the W by Blue civil airway No. 5, and on the N and NE by an arc having a 40 mile radius centered on the Tinker AFB, Okla. radio range station."

(12) (Fort Worth, Texas) is amended by adding the following to present control area extension: "and all that airspace between Fort Worth, Texas, Wichita Falls, Texas and Oklahoma City, Okla. bounded on the E by Amber civil airway No. 4, on the W by Blue civil airway No. 6, and on the S by VOR civil airway No. 114N."

(13) (Joplin, Mo.) is amended to read: "That airspace within a 25 mile radius of a point centered at a point at lat. 37-14-48, long. 94-29-42, excluding the portion which overlaps the Olathe Caution Area C-198."

(14) (Tampa, Fla.) is amended by changing last portion to read: "on the W by direct lines extending from the Fort Myers, Fla. radio range station to the Tampa, Fla. omnirng station thence to the point of beginning."

(15) (Juneau, Alaska) is amended by adding the following portion to present control area extension: "and the airspace within 5 miles either side of direct lines extending from point at lat. 58-21-30, long. 134-52-40 to the Point Retreat, Alaska, marine non-directional radio beacon (located at lat. 58-24-42, long. 134-57-12), thence to the Haines, Alaska, non-directional radio beacon."

CONTROL ZONES:

(1) Joplin, Mo. is amended to read: "Within a 5 mile radius of Joplin Mun. Arpt and within 2 miles either side of a line bearing 318° true extending from the arpt to a point 10 miles NW of the Joplin ILS outer marker."

(2) Wichita, Kansas is amended to read: "Within a 5 mile radius of the Wichita Mun. Arpt, within 2 miles either side of a 200° true bearing from the Wichita ILS outer Compass lctr extending to a point 10 miles S of the outer compass lctr, within a 5 mile radius of the Wichita AFB, within 2 miles either side of a 192° true bearing through the Wichita AFB non-directional radio beacon extending from the AFB control zone to a point 10 miles S of the non-directional radio beacon, and within 2 miles either side of the N course of the Wichita radio range extending from the radio range to the Kechi FM." (Note: The Wichita Mun. outer compass lctr is lctd at lat. 37-34-53, long. 97-27-28, and the AFB MHW is lctd at lat. 37-32.5N, long. 97-17.6W). (Portion to Kechi FM will be revoked with FM decommissioned.)

(3) Flint, Mich. is amended to read: "Within a 5 mile radius of Bishop Arpt and within 2 miles either side of a line bearing 268° true from the arpt extending from the arpt to a point 10 miles W of the Flint ILS outer mrkr."

(4) Wilmington, N. C. is amended to read: "Within a 5 mile radius of the New Hanover Co. Arpt, within 2 miles either side of the SW and NE courses of the Wilmington VHF VAR radio range extending from the arpt control zone to a point 10 miles NE of the VHF VAR radio range station, and within 2 miles either side of a line bearing 337° true from the Wilmington non-directional radio beacon extending to a point 10 miles W, excluding the airspace above 11,000 feet MSL during the hours of darkness which lies over Cherry Point danger area (D-125)."

(5) Oklahoma City, Okla. is amended by changing last portion to read: "and within 2-1/2 miles either side of the S and N courses of the Tinker AFB radio range extending from the Air Force Base to a point 2-1/2 miles N of the Spencer fan marker."

(6) Myrtle Beach, S. C. is amended by adding the following portion to present control zone: "and within 2 miles either side of a line bearing 198° true extending from the Myrtle Beach non-directional radio beacon to a point 10 miles SW."

(7) New Bern, N. C. is amended to read: "Within a 6 mile radius of Simmons-Nott Arpt and within 2 miles either side of a line bearing 265° true extending from the New Bern non-directional radio beacon to a point 10 miles W, excluding the portion which overlaps Cherry Point danger area (D-123) and excluding the airspace above 11,000 feet MSL during the hours of darkness which lies over Cherry Point danger area (D-125)."

REPORTING POINTS

(1) Amber civil airway No. 8 (Los Angeles, Calif. to The Dalles, Oregon) is amended by changing the reporting point which reads: "the intsxn of the NW course of the Santa Barbara, Calif. radio range and the SE course of the Salinas, Calif. radio range;" to read: "the intsxn of the NW course of the Santa Barbara, Calif. radio range and the SW course of the Fresno, Calif. radio range;" and by deleting the following reporting points: "Salinas, Calif. radio range station; the intsxn of the NW course of the Salinas, Calif. radio range and the SW course of the San Francisco, Calif. radio range;"

(2) Red civil airway No. 9 is amended by changing caption to read: "(San Diego, Calif. to Casa Grande, Ariz.)."

(3) Red civil airway No. 11 (Enid, Okla. to Boston, Mass.) is amended by deleting the following reporting point: "The intsxn of the S course of the Joplin, Mo. radio range and the NE course of the Tulsa, Okla. radio range;" and by adding the following reporting point before the Elmira, N. Y. radio range station: "Bradford, Pa. non-directional radio beacon;"

(4) Red civil airway No. 91 (Dunkirk, N. Y. to Syracuse, N. Y.) is added to read: "No reporting point designation."

(5) Blue civil airway No. 7 (Hollister, Calif. to Williams, Calif.) is amended to read: "No reporting point designation." (Note: This cancels Hollister intersection as a reporting point intersection NE Salinas and SE Oakland ranges.)

(6) Blue civil airway No. 24 (El Centro, Calif. to Daggett, Calif.) is amended to read: "The intsxn of the SE course of the Daggett, Calif. radio range and the E course of the Riverside, Calif. radio range." (Note: This deletes Thermal, Calif. range as reporting point.)

(7) Blue civil airway No. 79 (Petersburg, Alaska to U. S. Canadian Border) is added to read: "The intsxn of the NE course of the Sitka, Alaska radio range and the NW course of the Petersburg, Alaska radio range." (Thane intersection).

Domestic VOR Reporting Points are amended by adding the following reporting points: Anderson, S. C. omnirng station; Anniston, Ala. omnirng station; Atlanta, Ga. omnirng station; Birmingham, Ala. omnirng station; Chattanooga, Tenn. omnirng station; Crossville,

Tenn., omnirng station; Dyersburg, Tenn. omnirng station; Graham, Tenn. omnirng station; Knoxville, Tenn. omnirng station; LaGrange, Ga. omnirng station; Lakeland, Fla. omnirng station; Little Rock, Ark. omnirng station; Montgomery, Ala. omnirng station; Myrtle Beach, S. C. omnirng station; Orlando, Fla. omnirng station; Tri-City, Tenn. omnirng station.

CHANGE IN ATC HOLDING CLEARANCE PHRASEOLOGY: Effective July 1, 1954, ATC will no longer use the term "nonstandard pattern" when issuing holding instructions to IFR flights. The Standard elliptical holding pattern, as described in the Flight Information Manual, is made up of right-turns and is two minutes long. Any holding pattern becomes a nonstandard pattern if either or both of these two components are different. Clearances for holding in non-standard patterns will contain a brief description of the nonstandard feature/s of the pattern. Absence of instructions regarding the direction of turns will mean that right-turns should be flown. Absence of instructions regarding the length of the pattern will mean that a two-minute pattern should be flown.

A clearance for holding in a right-turn, one-minute pattern will only contain the length of pattern, i.e., "ONE MINUTE PATTERN".

A clearance for holding in a left-turn, two-minute pattern will only contain the direction of turns, i.e., "LEFT-TURNS".

A clearance for holding in a left-turn, one-minute pattern will contain both the direction of turns and length of pattern, i.e., "LEFT-TURNS, ONE-MINUTE PATTERN".

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established, cancelled or redesignated, as indicated:

DESIGNATIONS:

(1) GREEN RIVER INTERSECTION (VHF) - intersection of the 047° magnetic radial of the Fort Bridger, Wyo. VOR and the 268° magnetic radial of the Rock Springs, Wyo. VOR.

(2) ARDMORE INTERSECTION - intersection Philadelphia LFR north course with West Chester, Pa. VOR 082° magnetic radial.

(3) FOWLER INTERSECTION - intersection Youngstown ILS northwest course with Youngstown LFR west course. (VOR) intersection Youngstown 268° magnetic radial with Youngstown ILS northwest course.

(4) MISSION INTERSECTION - intersection Gordonsville VOR direct radial to Elkins VOR with Montebello VOR direct radial to Herndon VOR.

(5) KEYSVILLE INTERSECTION - intersection Lawrenceville VOR 305° magnetic radial with Blackstone, Va. LFR SW course.

(6) CLEVES INTERSECTION - intersection Cincinnati ILS north course with 092° magnetic bearing to Cincinnati LFR station.

(7) BRIDGETOWN INTERSECTION - intersection Cincinnati VOR 022° magnetic radial with 092° magnetic bearing to Cincinnati LFR station.

(8) IRWIN INTERSECTION - intersection Columbus VOR 283° magnetic radial with 225° magnetic bearing to Springfield, Ohio "H" facility.

(9) SPRINGFIELD INTERSECTION - intersection Herndon VOR direct radial to the Springfield, Va. "H" facility with Washington TVOR direct radial to the Springfield "H" facility.

(10) SYDNEY INTERSECTION - intersection Syracuse VOR 160° magnetic radial with Binghamton VOR en route radial on V72 to Albany VOR.

(11) HANCOCK INTERSECTION - intersection Wilkes-Barre-Scranton VOR 030° magnetic radial with Binghamton VOR en route radial on V34 to Spring Glen intersection.

(12) TRIANGLE, IND. INTERSECTION - intersection of the SE course of the Chicago (Midway) ILS and the Chicago Heights 102° mangetic radial (Victor 38).

(13) HEBRON, IND. INTERSECTION - intersection of the SE course of the Chicago (Midway) ILS and the Chicago Heights 117° magnetic radial (Victor 38 South).

(14) FORESTBURG VHF INTERSECTION - intersection 346° magnetic radial Ft. Worth and 196° magnetic radial Ardmore, Okla. (Intersection Victor airways 17 and 117).

REDESIGNATIONS:

(15) RODNA INTERSECTION (VHF) - intersection of the 184° magnetic radial of the Spokane, Wash. VOR and a 276° magnetic bearing from the Pine City, Wash. MHW facility.

(16) ROCKVILLE INTERSECTION - intersection Gordonsville VOR 133° magnetic radial with Flat Rock VOR direct radial to Quantico, Va. LFR station.

(17) DE SOTO INTERSECTION - intersection of the southwest course of the Kansas City LF range and the north course of the Olathe, Kansas LF range.

(18) WINGFOOT INTERSECTION - intersection Akron, Ohio LFR SE course with Akron-Canton ILS north course. (This formerly Lakemore Intersection).

(19) OKEMAH VHF INTERSECTION - intersection of the Oklahoma City 090° magnetic radial and Tulsa 198° magnetic radials. (Intersection Victor Airways 15 and 14S).

CANCELLATIONS:

(20) ST. JO VHF INTERSECTION - intersection Ardmore 196° magnetic radial and Ft. Worth 354° magnetic radials.

(21) CAMERON INTERSECTION - intersection south course Des Moines and east course St. Joseph.

(22) BAIR INTERSECTION - intersection north course Kansas City ILS and east course St. Joseph.

(23) WELLINGTON INTERSECTION - intersection of the 74° magnetic radial of the Anthony, Kansas (VOR) and the 181° magnetic radial of Wichita, Kansas VOR.

NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) MAYFIELD INTERSECTION - direction from holding point - SE; direction of turn - LEFT on west side of 317° magnetic radial Ponca City VOR; time - two minutes. Minimum altitude 2500' MSL.

(2) HERNDON VOR - direction from holding point - NE; direction of turn - RIGHT on NW side of Herndon 052° radial; time - 1 minute. Minimum altitude 2500'.

(3) DONCASTER INTERSECTION - direction from holding point - S; direction of turn - RIGHT on E side of the SW course Washington range; time - 1 minute. Minimum altitude 1500'.

(4) INGLESIDE INTERSECTION - direction from holding point - W; direction of turn - LEFT on N side Baltimore 107° magnetic radial; time - 2 minutes. Minimum altitude 1500'.

(5) LOCUST GROVE INTERSECTION - direction from holding point - NE; direction of turn - RIGHT on NW side of Gordonsville 062° magnetic radial; time - 1 minute. Minimum altitude 3000'.

DANGER AREA DESIGNATIONS: The following Danger Area Amendment shall be effective as dated unless otherwise advised:

AMENDMENT NO. 81 TO PART 608 - DANGER AREAS

(June 25, 1954)

(1) In Section 608.18, the Avon Park, Florida, area (D-167), published on July 16, 1949, in 14 F. R. 4287, and amended on February 9, 1950, in 15 F. R. 705, is further amended by changing the "Time of Designation" column to read: "Continuous".

(2) In Section 608.30, the Little Sable, Michigan, area (D-437), published on April 14, 1953, in 17 F. R. 2077, and amended on Jan. 16, 1954, in 19 F. R. 292, is further amended by changing the "Time of Designation" column to read: "Daylight hours only, indefinitely."

AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: The following amendments are effective immediately:

(1) The CINCINNATI-MEMPHIS CONTROL BOUNDARIES are located as follows: 50 miles NE of Nashville, Tenn. VOR on VOR civil airway No. 140; 50 miles SE of Evansville, Ind. VOR on VOR civil airway No. 7; 50 miles northeast of Paducah, Ky. VOR on VOR civil airway No. 11.

(2) The CINCINNATI-MEMPHIS FLIGHT ADVISORY AREA BOUNDARY is as follows: Beginning at 36-15N, 85-45W thence north to a point 50 miles NE of Nashville, Tenn. VOR on VOR civil airway No. 140, thence north to a point 25 miles NE of Bowling Green, Ky. on Amber civil airway No. 6, thence west to a point 50 miles southeast of Evansville, Ind. VOR on VOR civil airway No. 7, thence NW to a point 50 miles NE of Paducah, Ky. VOR on VOR civil airway No. 11, thence NW to a point 37-30N, 89-00W.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Aberdeen	Lincoln	WAC 191
Dubuque	Salina	WAC 262
Kansas City	WAC 117	WAC 361

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Aroostook	5-27-54	Detroit Local	6-7-54	WAC 192	6-7-54
Burlington	5-28-54	WAC 62	6-3-54	WAC 217	6-3-54
Green Bay	5-27-54	WAC 64	6-3-54	WAC 218	5-27-54
Lake Huron	6-1-54	WAC 138	6-3-54	WAC 219	5-27-54
Lewiston	6-1-54				

Instrument Flight Charts

released since May 24, 1954

AL 37 RNG Harbor Field
AL 80 RNG-1 Cheyenne Airport
AL 192 RNG Helena Airport
AL 197 RNG Ellington AFB
AL 264 RNG Minn.-St. Paul Intn'l
AL 274 RNG Maxwell AFB
AL 301 RNG Will Rogers Field
AL 364 RNG Salt Flat Airport
AL 388 RNG Sheridan County Airport
AL 389 RNG Perrin AFB
AL 415 RNG Dale Mabry Field
AL 579 RNG James Connally AFB
AL 621 RNG Bridgeport Airport
RF/VOR 2
RF 12, 23, 33, 34, 42, 48, 56
RF-VOR 12, 15, 16, 23, 26, 26B, 33, 34, 35, 35A, 40, 42, 43, 44, 49, 49A, 50, 51, 52, 55
RF-VOR 56, 57, 59
RF Terminal Area-Cleveland, Kansas City, New York, St. Louis, Washington, Wichita-Hutchinson
RF/VOR Terminal Area - Dallas-Ft. Worth, Jacksonville, Kansas City-Topeka
Non Standard Holding Patterns (RF 1-33) (RF 34-59)
RF U. S. Check List

AL 58 ILS-1 Logan Airport
AL 166 ILS Chicago Intn'l (O'Hare)
AL 359 ILS Rosecrans Memorial
AL 415 ILS Dale Mabry Field
AL 651 ILS Westchester Arpt
AL 58 ADF Logan Airport
AL 166 ADF Chicago Intn'l
AL 239 ADF Standiford Field
AL 251 VOR Medford Airport
AL 359 VOR Rosecrans Memorial
AL 369 VOR San Antonio International
AL 977 VOR Salisbury-Wicomico County

NEW CHARTS

AL 80 RNG-2	Cheyenne, Wyoming	Cheyenne Airport
AL 987 RNG	Wichita, Kansas	Wichita Airport
AL 197 ADF	Houston, Texas	Ellington AFB
AL 201 ADF	Chesapeake, Ohio	Huntington Airport
AL 532 ADF	Huntington, W. Va.	Tri-State Airport
AL 580 ADF-2	Washington, D. C.	Bolling AFB
AL 987 ADF	Wichita, Kansas	Wichita Airport
AL 128 VOR	Elkins, W. Va.	Elkins Airport
AL 220 VOR	West Lafayette, Ind.	Purdue University Airport
OP 888	Roseburgh, Oregon	Roseburgh Municipal Airport
RF/VOR 4		

DISCONTINUED CHARTS

Note: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 27 ADF-1	Augusta, Georgia (Procedure cancelled May 28, 1954 - Proctor-CAA)	Bush Field
AL 27 ADF-2	Augusta, Georgia (Superseded by ADF 27)	Bush Field
AL 335 RNG	Pueblo, Colorado	Pueblo Municipal No. 1
AL 335 VOR	Pueblo, Colorado	Pueblo Municipal No. 1
AL 921 VOR	Lexington, Nebraska (RNG decommissioned - Tel. 5-27-54)	Lexington Airport

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of course bends and roughness.

★BAY MINETTE-RADIO: June 11, MHW class changed to HW, freq 248 kc. These data rcvd to late for inclusion ANRA page.

BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035; 075° clockwise thru 175°; 195° clockwise thru 265° usable. Arpt apch course usable within 15 mi; other course not usable due to roughness and bends. (4-23)

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-20-12, long. 86-45-12. (2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Effect. Mar 29, courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°; 255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

★MOBILE-BROOKLEY AFB-RADIO: USAF VHF/DF opers 0700-1700 Mon-Fri; 10 minutes notice other hrs. (6-10)

MONTGOMERY-RADIO: DME coverage 2000' MSL 50 mi 300° thru N to 130° 1500' MSL 50 mi 230° thru W to 300°. 1500' MSL 40 mi 130° thru S to 230°. (5-20)

MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const. (3-16)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

KINGHAM ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PAYSON-RADIO: About July 6, MH fac will be perm discontd. (5-13)

PHOENIX LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-060° counterclockwise below 12,000'. (1-21)

★PRESCOTT-RADIO: VOR radials 185° to 225° usable dist 40 mi at 10,000' MSL; 135° to 145° and 165° to 185° usable dist 45 mi at 10,000' MSL. Trans & rcvr 255.4 and 301.4 mc cmsnd.

**TEMPE, BCN SITE O, PHX-ELP: June 8, bcn site discontinued.

TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28) June 14, LF rng shut down for indefinite period - relctn. (5-11) About June 20, H fac with voice on 338 kc will be established at present lctn LF rng. Class: BHZ-DTV. (6-4)

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) UHF/DF inoperative 0800-0900 each Wed. (2-3)

(6-15-54)

ARIZONA: WINSLOW-RADIO: About July 6, MHW fac will be perm discontd. (5-13)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.(3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10)
WALNUT RIDGE-RADIO: VOR radials 290-320° and 120-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
AUBURN ARPT: Equip on fld until Sept 1. (5-18)
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 50 mi 150° thru 360° and 90°-150° at 6000' MSL; 50 mi 150°-165° at 4000' MSL; 45 mi 165°-188° at 7000' MSL; 30 mi 189°-200° at 6000' MSL; 45 mi 200°-220° at 6000' MSL; 50 mi 220°-293° at 9000' MSL; 30 mi 293°-310° at 9000' MSL; 40 mi 310°-327° at 9000' MSL.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
BURBANK LOCKHEED AIR TERMINAL-TOWER: Effect. July 1, Canoga Park MHW fac. will oper as LOM, Freq:272 kc. Ident: BU. Fan Mrkr will oper as unmonitored OM. Dist. from OM to apch end rnwy: 13.75 mi. (6-3)
CANOGA PARK-RADIO: Effect. July 1, H fac ident will be changed to BU and will oper as LOM on 272 kc. Concurrently FM will oper as unmonitored OM fac of Burbank ILS. Dist. form OM/LOM to apch end rnwy: 13.75 mc. (6-3)
CORNING ARPT: Strip unsafe - mud. (2-3)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)
EUREKA COUNTY ARPT: All lctg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const. in progress and on adj to arpt. Caution - use at own risk. (5-29)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6)
FRESNO-RADIO: DME coverage 50 mi as follows: 12,000' MSL 320° thru N and E to 105°; 3000' MSL 105° to 180°; 7000' MSL 180° to 240°; 3000' MSL 240° to 285°; 2000' MSL 285° to 320°. (5-27)
GASQUET ARPT: N side of strip clsd-const.
KING CITY ARPT: Rnwy lgts inoperative. (5-10)
LONG BEACH-RADIO: About June 15, BVOR will be decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac will oper on same freq with same code and voice ident, but class will be VORW. (6-2)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)
LOC ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11)
LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14)
CALIFORNIA: DME coverage 50 mi 80° thru 120° at 6000' MSL; 50 mi 120° to 175° at 5000'; 50 mi 175° to 280° at 4000'; 40 mi 280° to 290° at 4000; 50 mi 290° to 305° at 4000'; 50 mi 305° to 340° at 6000'; 40 mi 340° to 350° at 6000'; 20 mi 350° thru N to 30° at 4000'; 30 mi 30° to 60° at 5000'; 40 mi 60° to 80° at 5000'. (6-3)
ONTARIO-RADIO: DME coverage 50 mi 05°-90° at 10,000'; 50 mi, 99°-135° at 9000'; 30 mi 135°-150° at 7000'; 20 mi 150°-200° at 7000'; 40 mi 200°-280° at 7000'; 50 mi 280°-300° at 9000'; 50 mi 300°-330° at 13,000'; 30 mi 330° - 350° at 13,000'; 40 mi 350°-05° at 13,000' MSL.
ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26)
PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL.
PASADENA-ROSEMEAD ARPT: Const in progress NW of rnwy until approx June 24.(5-18)
POINT REYES-RADIO: DME coverage 50 mi 320° thru N to 50° at 6000' MSL; 50° to 85° at 4000', 85° to 120° at 5000'; 120° thru SE to 320° at 4000'. (6-3)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
RED BLUFF-RADIO: DME coverage 360°-108°, 50 mi at 10,000'; 108°-180°, 50 mi at 4000'; 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000' MSL. (6-14)
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-1) DME coverage 50 mi 10° thru 100°, 9000';100° thru 165°,2000'; 165° thru 235°,4000'; 235° thru 300°, 5000'; 300° thru 340°, 2000'; 340° thru N to 10° danger area.
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable up to 15 mi. (5-20)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt. About July 6, LF rng will be perm discontd. (5-13). DME coverage at 7000' MSL 30 mi 20°-44°; 20 mi 44°-49°; 30 mi 49°-90°; 50 mi 90°-130°; 30 mi 130°-145°; 20 mi 145°-153°; 30 mi 153°-180°; 50 mi 180°-225°; 5000' MSL 50 mi 225°-300°; 7000' MSL 50 mi 300° thru N to 20°. (5-27)
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip on fld. A hump of 5'' rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution - southeastern half of Rnwy 3-21 torn up for renovation.
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.
THERMAL-RADIO: About July 6, LF rng and Z mrkr will be perm discontd. (5-24)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2)
COLORADO: COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr u nable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg.(3-23)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented cifcle indicates rgt hand tfc. (5-27)
GRANBY ARPT: Closed. (9-23)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
**RATTLESNAKE BUTTE BCN SITE 50, ELP-PUB: Bcn site discontd. (6-8)
CONNECTICUT BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interfer ence. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

(6-15-54)

CONNECTICUT: WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°; 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE Rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LR rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G., and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: **AVON PARK ARPT: Lgtd rdo twr being increased to 225' 3.0 mi NE (50°T) at lat 27-36-40, long. 81-29-40. (6-4)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)

FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness. About July 6, LF rng will be realigned as follows: NW course from 157 to 170°; NE from 218 to 223°; SW from 38 to 43°; SE course remains as presently aligned. (6-3)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)

KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (4-5)

MIAMI: Flights thru D-169 prohibited below 25,000'-days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and protion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' Abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. terminal apron. Passanger loading dock now in opern. Caution advised in taxiing. (4-2)

★MIAMI MCAS-MASTER FLD-RADIO: Navy UHF/DF, 225 to 400 mc now avail cont on req to twr. (6-4)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.

**ORLANDO ARPT: 250' (338' MSL) lgtd twr erected 12.0 mi N (355°T) at lat 28-43-17, long. 81-20-06. (5-26) Rnwy 10R-28L closed all ngt operns. (9-4)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being
** conducted in Caution Areas ajd to arwys between 4000' and 10,000'. Effect. June 8, Caution Area C-146 is amended to exclude those portions overlapping redesignated Green Civil Arwy No. 6. (5-11)

ST. PETERSBURG-WHITTED/CGAS ARPT: N/S Rnwy clsd-construction, trucks SE. (6-7)

TALLAHASSEE-RZDIO: VOR flgt-checked on arwy radials only. Other course not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (1-29)

TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked.

**TAMPA-MacDILL AFB-RADIO: USAF UHF/DF cmsnd. Freq: 305.4 mc. Call: Homer.

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and

FLORIDA: alt change radials 147-162-323-338°.

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.

WHITING: Effect. June 8, Caution Areas C-144 and C-145 be amended to exclude those portions overlapping redesignated Green Civil Arwy No. 6, (5-11)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.

ALBANY-TURNER AFB-RADIO: USAF UHF/DF avail. on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)

ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness. - Caution.

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0800-1700 Mon-Fri only. Intensive student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

ROME-RADIO: Monitoring of LF rng unreliable 2200-0600. (12-8)

SANDERSVILLE-WASHINGTON COUNTY ARPT: Closd-const. (3-15)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

IDAHO: BURLEY-RADIO: VOR radials 130° - 150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)

CAYUSE CREEK USFS ARPT: Closed-const. (8-12)

MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 50°, 40 mi at 12,000'. (3-9)

MOUNTAIN HOME: Effective May 29 thru June 26, temporary Controlled Firing will be conducted in following described area: Beginning at lat 43-22-00, long. 116-03-00; thence to lat 43-13-00, long. 116-00-00; to lat 43-07-00, long. 116-12-00; to lat 43-17-00, long. 116-19-00; to lat 43-22-00, long. 116-19-00; thence to point of beginning. Altitude: Surface to 14,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Artillery firing (gun, 45mm, 75mm, 76mm; mortar, 81mm; Howitzers 105mm and 155mm). Controlling Agency: Nevada National Guard. (5-18)

MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24)

TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)

TWIN FALLS ARPT: Rnwy 12-30 clsd-open trenches across end rnwy. (5-12)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)

rrBRADFORD-RADIO: June 8, H fac perm decmsnd. These data rcvd too late for inclusion ANRA page. DME coverage 50 mi or more at min en route alt. (6-11)

CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip. E side of rnwy. (6-14)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldg. (4-19)

CHICAGO-O'HARE INTN'L ARPT: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar. (5-21)

CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL.

(6-15-54)

ILLINOIS: LACON-MARSHALL COUNTY ARPT: Closed to trans. acft-construction. (4-22)
**MOMENCE SEAPLANE BASE: Abandoned. (5-19)
NAPERVILLE-RADIO: DME coverage 50 mi or more at min en route alt. (6-12)
SPRINGFIELD-CAPITAL ARPT: No military maintenance or serv fac by Air National Guard avail until July 1. (4-27)
INDIANA: CAMP ATTERBURY: Frequency violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
★EVANSVILLE-RADIO: June 9, Princeton FM on N course LF rng discontd.
FT. WAYNE-RADIO: June 1, DME at VOR site operg test basis until approx July 1. (6-1)
FT. WAYNE-BAER FLD: First 1800' Rnwy 4 clsd. This is newly constd extension to Rnwy 22-4. (5-25)
GARY ARPT: Generating stn bldg under const 660' N at lat 41-38-20, long. 87-24-25. Dimensions 125x320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME 2000' MSL coverage 50 mi 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°, 2300' MSL 40 mi coverage 46° to 145°.
★INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4) June 8, Greenfield FM on E course and Greencastle FM on SW course LF rng perm discontd.
★INDIANAPOLIS ARPT-TOWER: June 14, DME at ILS lclzr site cmsnd. Coverage 20 mi or more at min en route alt. These data rcvd too late inclusion ILS page. FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
LA FAYETTE-RADIO: About July 1, LF rng will be converted and operated as MHW, with same lctn and freq. (6-11)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy-const. (5-26)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N- lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
BURLINGTON-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S Strip closed. (1-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
SIOUX CITY ARPT: Due to non visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
KANSAS: ANTHONY-RADIO: VOR has clockwise course errors up to .7° in excess of tolerance between azimuth angles 103° to 114°. (6-10)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Closed. (3-29)
COFFEYVILLE ARPT: Caution-const. Men and equip on fld. (3-25)
★DODGE CITY-RADIO: June 8, H fac perm discontd. These data rcvd too late for inclusion on ANRA page. June 1, DME at VOR site operg on test basis until approx July 1. (6-1)
GOODLAND-RADIO: Effect. July 20, BH fac, 353 kc, will be perm discontd. (6-8)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period, controlled by arpt tfc ctl twr. Military acft pat will be adjusted by ctl twr to facilitate civil acft operns. No rdo acft should fly standard tfc pat and observe ctl twr for standard lgt gun signals. All tfc pats standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. (6-1)
HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuths angles 336° to 346°. (3-30)
KANSAS CITY-FAIRFAX ARPT: Use caution in vcnty of jet acft blast. (4-13)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL-RADIO: June 1, DME at VOR site, Channel 65, operg on test basis until approx July 1.
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-1)
SALINA-SMOKY HILL AFB- RADIO: USAF H fac unreliable at 25 mi on inbound headings 160°-230° due to interference Ponca City, Okla. H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
TOPEKA-ALLEN ARPT: 949' lgtd (2026' MSL) TV twr erected 2.5 mi NNE (15°T) at lat 39-03-50, long. 95-45-48. (4-27)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-28)
ULYSSES ARPT: All strip lgts inop.
★WICHITA RADIO: June 9, Towanda FM on NE course, Oxford FM on S course and Viola FM on SW course LF rng perm discontd. About June 25, BVOR freq will changed to 113.8 mc and relctd at lat 37-43-41, long. 97-27-11. Monitoring category will be (!). About Aug 2, DME will be cmsnd at new VOR site on Channel 58. (6-9)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc; 119.5mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)
DANVILLE-GOODALL FLD: E end of fld under const. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Ky.) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution. About June 16, NW course LF rng will be realigned from 124° to 113°. (5-21)
BATON ROUGE-RYAN ARPT: Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SE (225°T) at lat 30-28-23, long. 91-13-37. (12-22) Taxiway between W ramp and center intsxns of rnwys clsd. (5-10)
HAMMOND ARPT: Beacon inoperative. (5-25)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310° -335°. (4-14)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)
SHREVEPORT-RADIO: About June 16, S course LF rng will be realigned from 339° to 352°. (5-21)

LOUISIANA: SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution. (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.
**AUGUSTA ARPT: 225' lgtd twr erected 24.0 mi E (85° T) at lat 44-21-19, long. 69-20-10.
BANGOR-RADIO: VOR radials usable dist clockwise 360° - 50°, 20 mi; 50° - 240°, 30 mi; 240° - 260°, 25 mi at min en route instr alt. DME coverage 50 mi at min en route alt.
BANGOR-DOW AFB-RADIO: USAF VHF/DF inop.
BREWER ARPT: N/S strip open, remainder of fld clsd due to thaw. (4-26)
**BRUNSWICK ARPT: 300' lgtd twr erected 6.0 mi NNE (25° T) at lat 43-59-32, long. 69-58-48. (5-24)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150-240°, 40 mi; 290-30° 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Caution - Rnwy 3-21, S taxiway and ramp clsd - const. (5-18)
**SANFORD ARPT: 243' lgtd twr erected 5.0 mi WNW (290° T) at lat 43-25-14, long. 70-48-12
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf - land on central 25. section.
MARYLAND: BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: Soon, ILS glide slope freq will be changed from 335.0 mc to 333.2 mc. (6-1) FLD: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi inbound headings 015 - 245° clockwise at 4500' MSL; 245-330° clockwise at 3500' MSL; 300-350° clockwise at 2000' MSL; 350-105° clockwise at 3000' MSL. (3-17)
**EASTON ARPT: 200' MSL lgtd relay twr erected 16 mi SE (155° T) at lat 38-35-57, long. 75-55-50. (6-9)
HAGERSTOWN ARPT-TOWER: Trans freq 203 kc inop indefinitely. (6-14) FLD: All taxi strips leading to City Hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 clsd - Monday thru Saturday 1500-1800. (6-2)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S. hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12) Effect. June 7, rnwys 4R-22L and 9-27 clsd daylgt hrs - pavement repairs. (5-27)
BOSTON-REVERE SEAPLANE BASE: Closed - const.
**LAWRENCE ARPT: 243' lgtd twr erected 15 mi NW (339° T) at lat 42-55-20, long. 71-13-34.
NANTUCKET-RADIO: DME shut down. (4-9)
NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing, June 20, July 18, August 22, September 19, October 24 - marker will be displayed. (5-4)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld - days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
DETROIT-RADIO: DME coverage at min en route alt 50 mi or more 290°-260° add 40 mi or more 260°-290°. (6-11)
DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

MICHIGAN: DETROIT SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution. (7-30)
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail. for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT-TOWER: Soon, twr freq 126.18 will be changed to 137.88 mc. DME coverage 20 mi or more at min en route alt. (6-11) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9:/ Equip. on fld days.
FLINT-RADIO: About July 6, BMH fac will be perm discontd. (5-17)
FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmission on 245 kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE SW Rnwy. (10-14)
LITCHFIELD-RADIO: DME coverage 50 mi or more at min en route alt. (6-12)
**LITTLE SABLE POINT: Caution Area (C-438) change TIME OF USE: Daylgt hours only indefinitely. Control Firing Area change TIME OF USE: Day lgt hours only, indefinitely.
**MARQUETTE COUNTY ARPT: 200' (1765' MSL) lgtd twr erected 2.6 mi N (355° T) at lat 46-34-15, long. 87-33-45. (6-3)
MT. CLEMENS SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50', on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.
SALEM-RADIO: June 2, VAR shut down - conversion to VOR. (6-14)
SAULT STE MARIE-KINROSS AFB-RADIO: USAF VHF/DF avail. on req thru twr. (5-19)
**TRAVERSE CITY ARPT: 200' (1296' MSL) lgtd twr erected 4.8 mi NW (297° T) at lat 44-46-19, long. 85-40-45. (6-3)
WARREN ARPT: 1063 TV twr erected 4.0 mi SW (205° T) at lat 42-28-59, long. 83-12-20.
MINNESOTA: **ANOKA ARPT: 280' (1191' MSL) lgtd relay twr erected 19 mi NE (35° T) at lat 45-21-54, long. 92-59-26. (6-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)
DULUTH ARPT-TOWER: About June 15, trans & rcvg freq 126.18 mc will be decmsnd. FLD: 3' stakes marking all rnwy and taxiway lgts. 584' (1828' MSL) lgtd twr erected 4.8 mi SE (135° T) at lat 46-47-20, long. 92-06-51.
FAIRMONT ARPT: Closed - construction. (6-4)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: About June 30, DME at VOR site will be discontd. (6-4)
**SUPERIOR-BONG ARPT: 268' (1571' MSL) lgtd rdo twr erected 19 mi SSW (190° T) at lat 46-24-26, long. 92-10-12. (6-7)
THIEF RIVER FALLS ARPT: Bcn and NW/SE Rnwy lgtd from dusk - midnight. (4-22)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution - N/S Strip clsd - const E 1700' E/W Strip avail. (10-12)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
McCOMB-RADIO: DME coverage 50 mi 90° thru S to 270° at 1700' MSL; 50 mi 270° thru N to 90° at 2000' MSL. (6-7)

MISSISSIPPI: McCOMB-PIKE CO. ARPT: Only ENE/WSW Strip open. (6-11)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27) Aug 26, LMM shut down until approx June 18 - relctn. (5-25)
VICKSBURG ARPT: Closed-const.
MISSOURI: BUTLER-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
COLUMBIA-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4- 13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
★ FARMINGTON-RADIO: June 14, DME at VOR site flgt-checked and cmsnd. These data rcvd too late for inclusion ANRA page.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
JOPLIN-RADIO: Effect. July 6, LF rng and Z mrkr will be perm discontd. (4-16)
★ KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-16) June 8, De Soto FM on SW course LF rng perm discontd. Effect. July 20, Linkville FM on NW course LF rng will be perm discontd (6-8) DME coverage 50 mi or more at min en route alt. (6-11)
KANSAS CITY ARPT-TOWER: June 11, ASR shut down until approx July 23-modification. FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip on fld 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
★ KIRKSVILLE-RADIO: DME at VOR site flgt-checked and cmsnd (6-14) These data rcvd too late for inclusion ANRA page.
** LAMAR - R.P.M. ARPT: 296' (1429' MSL) lgtd rdo twr erected 10 mi SSW (200°T) at lat 38-37-22, long. 94-39-14. (4-29)
MEXICO-GREEN FLD: New N/S Rnwy clsd. Use N/S Rnwy next to theatre. (6-5)
** ST. CLAIR ARPT: 180' (980') lgtd twr erected 9.5 mi NNW (336°T) at lat 38-28-57, long. 91-02-39. (6-2)
ST. JOSEPH-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
★ ST. LOUIS-RADIO: June 8, the Jerseyville, Ill. FM on N course and the Spanish Lake, Mo. FM on E course LF rng perm discontd. DME coverage 50 mi or more at min en route alt. (6-11)
ST. LOUIS -LAMBERT FLD-TOWER:. About June 15, ASR will be cmsnd. Trans: 209, 278 kc; 110.3, 118.3, 118.5, 119.5, 126.18, 257.8 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 118.5, ** 119.5, 126.18, 257.8 mc. Does not gd 110.3 mc. (6-7) FLD: 679' TV twr under const 9.5 mi SE (150°T) at lat 38-37-41, long. 90-15-09. (4-27) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00, long. 90-23-00.
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
ST. LOUIS-SMARTT ARPT: Auto races Sundays.
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)
SPRINGFIELD-RADIO: DME coverage 50 mi or more at min en route alt. (6-11)
** SPRINGFIELD ARPT: 346' rdo twr erected 16 mi WNW (285°T) at lat 37-18-31, long. 93-41-51. (4-29)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: VOR radial 80° lmtd to usable dist 20 mi at 10,000' MSL; 139° lmtd to 17 mi at 9,000' MSL; 319° lmtd to 45 mi at 9,000' MSL. DME coverage 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 mi at 11,000'; 185°-200°, 40 mi at 11,000'; 200°-250°, 50 mi at 11,000'; 250°-290°, 50 mi at 9000'; 290°-330°, 50 mi at 11,000' MSL.
BUTTE-RADIO: DME coverage 9000' MSL 40 mi 310°-352°; 10,500' 40 mi 352°-20°; 30 mi
MONTANA: 20°-80°; 50 mi 80°-118°; 11,000' 40 mi 118°-135°; 11,500' 50 mi 135°-157°; 11,000' 40 mi 157°-164°; 30 mi 164°-176°; 10,500' 20 mi 176°-198°; 11,000' 30 mi 198°-220°; 40 mi 220°-248°; 30 mi 248°-264°; 40 mi 264°-317°. (5-15)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR flgt-checked for en route arwys use only at minimum instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. DME coverage 320°-55°, 20 mi at 9000' MSL; 55°-70°, 30 mi at 9000'; 70°-110°, 40 mi at 9000'; 110°-150°, 20 mi at 10,000'; 150°-260°, 30 mi at 10,000'; 260°-290°, 20 mi at 9000'; 290°-320°, 30 mi at 10,000'. (6-5)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013°-260° below 10,000'; 259°-012° below 7000'. (4-8)
HELENA: Effect. June 20 thru 27 temporary Controlled Firing Area will be established in the following described area: Bounded on N by lat 46-53-00; S by lat 46-42-00; E by long 112-02-00; W by long. 112-12-00. Altitude: Surface to 15,000 'MSL. Time of use: Daytime only. Activities conducted: Artillery firing, 105 & 155 mm Howitzers and 76 mm guns. Controlling Agency: Montana National Guard. (5-18)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. DME coverage 320°-015°, 20 mi at 11,000'; 015°-085°, 50 mi at 9000'; 085°-200°, 10 mi at 11,000'; 200°-230°, 30 mi at 11,000'; 230°-250°, 40 mi at 10,000'; 250°-280°, 40 mi at 11,000'; 280°-320°, 50 mi at 11,000' MSL. (6-6)
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
MISSOULA-RADIO: VOR arwy radial 65° lmtd usable dist 27 mi at 11,500' MSL; 94° lmtd usable dist 27 mi at 9,000' MSL; 277° lmtd usable dist 40 mi at 9,000' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. DME coverage 11,000' MSL 20 mi 355°-40°; 11,000' 30 mi 40°-70°; 9000' 20 mi 70°-110°, 11,000' 30 mi 110°-125°; 11,000' 40 mi 125°-160°; 9000' 30 mi 160°-175°; 9000' 20 mi 175°-195°; 11,000' 30 mi 195°-220°; 9000' 20 mi 220°-235°; 11,000' 30 mi 235°-270°; 9000' 40 mi 270°-290°-11,000' 30 mi 290°-355°. (6-3)
MULLAN PASS-RADIO: DME coverage 50 mi 340° - 300° at 9000' MSL. (5-21) About June 25, LF rng will be recmsnd as follows: 04A 94N 184A 274N. Class: BMRLZ. (6-14)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)
WHITEHALL-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
NEBRASKA: BEATRICE ARPT: E/W strip open days only for lgt acft.
CHADRON-RADIO: Effect. July 20, H fac, 206 kc, will be perm discontd. (6-8)
COLUMBUS ARPT: Caution-const. Use rnwys (8-28)
★ IMPERIAL-RADIO: June 14, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route atl. These data rcvd too late for inclusion ANRA page.
LEXINGTON-RADIO: VOR has moderate course bends between 110°-140°.
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
★ OMAHA-RADIO: June 8, Glenwood, Iowa Fan Marker lctd on SE course of LF range perm discontd.
OMAHA ARPT-TOWER: About June 14, ILS lclzr and glide slope will be shut down until approx June 24- major maintenance. (5-27) FLD: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R parking ramp and taxiways N of Admin. Bldg-tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway closed.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
** SIDNEY ARPT, 50D, SLC-OMA: 200' lgtd rdo twr erected 4.8 mi (353°T) at lat 41-10-18, long. 102-59-12. (6-2)
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 12,000' MSL. 40 mi N to E; 30 mi E to 125°; 20 mi 125° to 170°; 40 mi 170° thru S to 240°; 20 mi 240 thru W to 300°; 50 mi 300° thru N. (5-7)
ELY ARPT: Const on apron. (9-2)

NEVADA: LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL (6-7)

★LAS VEGAS-RADIO: DME at VOR site operg on test basis. Channel 53. (6-14) These data rcvd too late for inclusion ANRA page.

LAS VEGAS- NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)

LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL. DME coverage 12,000' 35 mi 5°-30°; 12,000' 40 mi 30°-60°; 12 000' 30 mi 60 thru E to 160°; 10,000' 50 mi 160 thru S to 240°; 12,000' 40 mi 240° thru W and N to 5° (5-6)

RENO-RADIO: VOR coverage is 35 mi 200° - 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL. (4-26) DME coverage 10,000' 50 mi 45 to 75°; 12,000' 30 mi 75° thru E to 110°; 13,000' 50 mi 110° to 180°; 13,000' 30 mi 180°-200°, 13,000' 20 mi 200°-240°; 11,000' 40 mi 240° thru W to 280°; 11,000' 50 mi 280°-350°; 12,000' 40 mi 350° thru N to 45°. (5-7)

RENO ARPT: Rnwy 3-21 clsd-parked acft. (12-18)

SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL. Coverage 40 mi from 30 to 50° at 12,000' MSL. (7-30) DME 10,000 MSL coverage 50 mi 345° thru N to 15°; 12,000' 30 mi 15° thru E to 160°; 10,000' 50 mi 160° thru S to 210°, 12,000' 30 mi 210°-250°; 12,000' 40 mi 250° thru W to 345°. (5-6)

WELLS-RADIO: Only VOR arwy radials figt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord 800- or acft in figt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capitol 5-6151 or acft in figt call Concrod Rdo)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR.

CONCORD ARPT: Broken pavement on taxiways. (4-29)

NEW JERSEY: CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500'-30 mi from 060° thru 180° to 270°; 4000'-20 mi from 270° to 330°. VOR usable dist clockwise 200° to 60°, 25 mi; 60° to 200°, 30 mi at min en route instr alt.

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW rnwy.

★FT. DIX-McGUIRE AFB-RADIO: USAF VHF/DF freqs: 100-156 mc. (6-7)

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days Non-military glider operns week-ends. (4-12)

NASHUA-BOIRE FLD: Caution banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NASHUA-GATE CITY ARPT: Closed-construction. (4-14)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area Suggest comfirm ADF overplot with associated FM. (7-23)

NEWARK ARPT-TOWER: DME at ILS glide slope site coverage 20 mi at min instr alt ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122 500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft Rotary wing acft operg at terminal. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc ctl twr 30 min prior to landing. Restrictions are not applicable to N J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch rnwy 24. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch para lel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mkl acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip on fld-days. Const N of hwy

NEW JERSEY: apch end rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 165° - 319° below 16 000'. (2-3) FLD: Rnwys 8-26 and 11-29 clsd-const. (4-17)

CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16)

COLUMBUS-RADIO: DME coverage 10,000' MSL 50 mi 216° thru 360° to 79°. Coverage in Mexico not checked. (5-22)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru Sept 8, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.

OTTO-RADIO: VOR radials usable 30 mi. (12-1)

ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long 104-38-00, approx 7.5 mi SW of Walker AFB, operate daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR figt-checked unreliable. (5-25)

SANTA FE-RADIO: VOR radials restricted to arwys only.

**TURKEY MTN. BCN SITE 37, ELP-PUB: Bcn site discontd. (6-8)

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: ALBANY-RADIO: DME 6000' MSL coverage 50 mi 340° clockwise 70°; 5500' - 50 mi, 70° to 160°; 5000' - 50 mi, 160° to 220°; 4500' - 50 mi 220° to 280°; 3000' - 50 mi 280° to 340° 3000' MSL - coverage 50 mi on V-91 and B-18 at min instr alt. (4-29)

BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N/S heading reaching 400 mph level off 2,000' in progress daylgt hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)

BUFFALO ARPT: E/W rnwy clsd ngts. (6-26)

CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.

DANSVILLE ARPT: July 3, fld closed to all acft 0900-1600, July 4, fld clsd to all acft 1300-1800 - Air Show. Fld mrkd with large X during clsd periods. (5-21)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About June 14, LF rng will be shut down - mofification. During this time rng courses will be unreliable and fac will be used for homing only. (5-13)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: VOR usable dist 20 mi at min en route alt 050° clockwise to 075°; 30 mi 075° to 050°. (4-29)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. DME shut down. (5-25)

MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122 and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 5 mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

NEW YORK: NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const in progress daylgt hrs N of main ramp area from Taxiway B to C, mrkd. Truck tfc from 150th St., along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised. (4-24) Men-equip adj Rnwy 4-22. (6-1)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4, Boom down durg hrs of darkness. (6-2)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min enroute instr alt.

POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Construction on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)

SPRING VALLEY-COUNTY ARPK: E/W Strip under construction.

SYRACUSE-RADIO: VOR usable dist clockwise 40 mi from 180° to 220° at min en route instr alt. (4-29)

SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (68)

WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: June 14, VAR converted to VOR, operg on test basis. Freq: 115.1 mc, without voice. Ident: AVL. Lctd at lat 35-24-25, long. 82-16-08.

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20° above rnwy. Touchdown point not available. (5-10) FLD: Ctl twr atop new admin bldg not attended. Watch old twr for light signals. (6-8)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-lnd on SE 50' of NE/SW Strip.

FORT BRAGG: Army acft exercise designated as Sky Drop Roman Two being conducted thru June 30. This involves extensive simulated IFR flights of helicopter and fixed wing acft operg below 5000' MSL. The area of opern is described as follows: Beginning at NW corner of Caution area (C-396) lat 35-17-30; long. 79-15-00; W to lat 35-17-30; long. 80-15-00; SW to lat 34-30=00, long. 85-45-00; S to lat 34-04-00, long. 80-45-00; E to lat 34-05-00, long. 80-05-00; NE to lat 34-45-00, long. 79-15-00; N to point of beginning.

GREENSBORO-RADIO: About June 15, SW course LE rng will be realigned from 61° to 58°.

GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)

LUMBERTON-RADIO: VOR operg on test-basis. (10-1) About July 20, VOR will be perm decmsnd. (6-7)

NORTH CAROLINA: **PLYMOUTH SEAPLANE BASE: ABANDONED. (6-9)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avo id 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than Twin Engine Beechcraft. (5-28)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)

NORTH DAKOTA: ✱BISMARCK-RADIO: June 8, the Driscoll FM on E course and the Judson FM on W course LF rng perm discontd.

BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

✱FARGO-RADIO: June 8, Wheatland FM on W course LF rng perm discontd.

FARGO-HECTOR FLD: Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. (5-24)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 • 6 mi out on radial 240° at 4300' MSL. (7-31)

**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd twr erected 14 mi NE (23°T) at lat 47-05-20; long. 97-51-15. (5-22)

OHIO: AKRON-RADIO: LF rng N course displaced 4° W. W course displaced 4° S. (4-26) About July 6, LF rng will be shut down intermittently durg daylgt hrs until approx July 20 - modernization. (6-8)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI ARPT: S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18- to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat, directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)

CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operg on top of 20' hill lctd 200' E of NE end NE/SW Strip. (6-10)

COLUMBUS-RADIO: March 11, DME at VOR site shut down.

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const of drainage ditch adj to E side NE/SW Rnwy. (1-25)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: About June 30, trans & rcvr 142.74 mc will be cmsnd. (6-1) About June 14, trans & rcvr 243.0 mc will be decmsnd; concurrently trans & rcvr 274.3 mc will be cmsnd. (6-8) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE. ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: DME 2400' MSL coverage 35 mi from 150° clockwise to 220°; 2200' MSL 50 mi from 220° to 150°. (4-29)

DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329° - 027°; below 3000' 259° - 314°; below 2500' - 180° - 229° and 121° - 173°. USAF VHF/DF unreliable below 3000' 295° - 305° below 2500' - 306° - 294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

**DEFIANCE SEAPLANE BASE: Abandoned. (5-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

OHIO: N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19

SOLON ARPT: S half of S Strip under const-rough, do not use. (11-6)

**TOLEDO ARPT: Four 251' lgtd twrs erected 4.0 mi N (5°T) at lat 41-37-55, long. 83-28-45. Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

**TOLEDO-WILLOW SEAPLANE BASE: Abandoned. (6-9)

WATERVILLE-RADIO: DME coverage at 2000'MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200'MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500'MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°. VOR usable dist 45 mi at min en route instr alt. (4-29)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000'MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600'MSL 259° clockwise to 295°, 3000' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

YOUNGSTOWN ARPT-TOWER: Soon VHF/DF will be cmsnd. (5-28) FLD: Use rnwys and taxiways. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 50 mi 340° thru 360° to 30° at 2700'MSL; 50 mi 30° thru 180° to 230° at 2300'MSL; 40 mi 230° to 280° at 2300'MSL; 50 mi 280° to 340° at 2700' MSL.

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)

ENID-VANCE AFB-RADIO: USAF/DF may be inop 1300-1600 Wed durg VFR. (4-8) USAF LF rng & Z mrkr may be inop 1300-1600 Thurs durg VFR.

HOBART-RADIO: VOR restricted to arwy use only-moderate to severe bends, scalloping.

OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance. DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-14) About June 22, TVOR will be perm decmsnd. (5-17)

OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-24) FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

OKLAHOMA CITY-WILEY POST ARPT: 1572' (2724' MSL) lgtd twr erected 3.5 mi SE (115°T) at lat 35-32-58, long. 97-29-48. (5-27)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

TULSA-RADIO: DME coverage 50 mi 330° thru 360° thru 180° to 230° at 2200' MSL. 40 mi 230° to 250° at 2600' MSL. 50 mi from 250° to 330° at 2600' MSL. (5-15)

TULSA ARPT: Men and equip. extreme S end of Rnwy 35R-17L daylgt hrs. (5-4)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: June 27, July 29, August 22, September 12, October 10. (5-28)

BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt. radial 140° lmtd to 37 mi usable dist at 9000' MSL. (4-23)

EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR usable dist lmtd to 40 mi at 10,500' MSL from 40° thru 50° - from 80° thru 110° - from 195° thru 210°. Usable dist 30 mi at 10,500' MSL from 275° thru 305° (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

MEDFORD ARPT-TOWER: May 27, ILS operg on test basis. Lclzr freq: 110.3 mc, with voice. Ident: MFR. Lctd on extended centerline and 1000' S of end Rnwy 14-32. Glide slope freq: 335 mc. Lctd 500' S of centerline and 950' S of apch end rnwy. Glide angle: 3°. Apch bear.: 140°, serving Rnwy 14-32. Elev of Glide slope at OM 2852' MSL; at MM 1543' MSL. LMM freq: 356 kc. Ident: FR. Lctd on centerline extending and 3750' (0.71 mi) from apch end rnwy. OM lctd 48.5' E of centerline extended 28,758' (5.45 mi) from apch end rnwy. Lclzr BC-usuable. Variation: 20E. ILS monitored at control tower (5-27)

OREGON: June 10, LOM, freq 394 kc placed in opern. (6-11) FLD: Use paved areas only.

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas, imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 96°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PACIFIC CITY ARPT: Caution-intermittent const. (2-17)

PENDLETON ARPT: Effect July 1, Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require after notification of twr. (6-7)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable below 10,000' on inbound headings counter-clockwise of 317° to 170° and below 7500' from 170°-to 049°. (6-3). FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT-TOWER: About June 14, ILS glide slope will be shut down until approx June 24 - major overhaul. (5-28) FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races on the following dates: June 20, July 18, August 1, August 19. (6-7)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

WARRENTON: Effect June 15 thru June 28, temporary controlled firing area will be conducted within the following described area: Bounded on N by lat 46-10-04; S by lat 46-01-00; E by long 123-55-45; W by long. 124-20-00. Altitude: Surface to 20,000' MSL. Time of Use: 0800 to 1700, daily. Activities conducted: Drone operation; AAA firing (40 mm AW and 50 cal MG). Controlling Agency: Oregon National Guard, Camp Clatsop. (5-18)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° th ru N to 75° usable 30 mi at min instr alt. (4-29)

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: About June 30, ILS will be cmsnd. Lclzr freq: 110.1 mc, with voice. Ident: ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq: 334.1 mc. Lctd 750' NE of SW end and 450' NW of centerline of NE/SW rnwy. Apch bear.: 61°. MM lctd 3475' from apch end of Rnwy 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq: 224 kc. Ident: AB. FLD: Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29)

HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330°. Usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. DME coverage 3000' MSL 40 mi 150°-210°; 5500' 40 mi 210°-240°; 5500' 45 mi 240°-280°; 5500' 30 mi 280°-310°; 4000' 30 mi 310°-330°; 4000' 20 mi 330°-350°; 3500' 20 mi 350°-050°; 3500' 50 050°-070°; 2500' 50 mi 070°-150°. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 3000' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

JOHNSTOWN-RADIO: About July 27, VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279' MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (6-8)

PENNSYLVANIA: NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)
PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE Philadelphia Arpt between 1330 and 2200. Music festivals. (6-14)
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) About June 14, ILS will be shut down until approx June 21 - freq change from 108.3/335 mc to 108.1/334.4 mc. (4-29) FLD: Use paved areas only. Obstn lgts on all flood lgt standards inop. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Do not mistake flood lgts for navigation aids. (5-6) Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. (5-11) 122' lgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. (6-10)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.
PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)
PITTSBURGH-ALLEGHENY ARPT-TOWER: Effect. June 28, twr will discont voice transmission on rdo rng freq 254 kcs. (6-10) FLD: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc. Effect. May 19, const of loading apron in front of terminal bldg in progress. Rnwy 12-30 clsd SE of Rnwy 9-27. Const area extends to 100' S of Rnwy 9-27 - flagged-lighted.
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.
PITTSBURGH-GREATER PITTSBURGH ARPT: Hi-intensity lgts on threshold Rnwy 10, also partial use on Rnwys 10-28 increasing the number of lgts daily until installation complete.
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)
SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' 30 mi from 100° to 120°; 4000' - 20 mi from 120° to 150°; 3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°; 4000' - 40 mi from 215° to 255°; 4000' - 30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.
WASHINGTON ARPT: E/W Strip clsd. (4-28)
WELLSBORO-GRAND CANYON ARPT: Caution const. Men and equip. on fld. (5-26)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to 43° alignment of N course LF rng. DME coverage is 50 mi min en route instr alt. (8-14)
WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE RRnwys. (10-7)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress both sides and edges Rnwy 5-23. (6-2)
SOUTH CAROLINA: ANDERSON-RADIO: VOR courses - lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)
•• BEAUFORT-COUNTY ARPT: 243' (279' MSL) lgtd rdo twr erected 2.0 mi E. (5-28(Rnwy lights inoperative. (1-7)
CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)
CAMDEN-WOODWARD ARPT: 565' (1004' MSL) lgtd twr erected 7.5 mi SW (238° T) at lat 34-13-45, long. 80-40-45. (6-9)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowance tolerance exists in sector from 162° clockwise thru 188° thru stn. Lgt to moderate course roughness on all courses. (6-5)
COLUMBIA-RADIO: VOR course 170° clockwise thru 070° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24)
COOUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (5-14) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)
FLORENCE-RADIO: VOR maximum usable dist at minimum IFR alt - 40 mi. (4-14)
• GEORGETOWN COUNTY ARPT: 318' (323' MSL) lgtd radio twr erected 3.0 mi NE (28° T) at lat 33-21-35, long. 79-17-26. (6-9)
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SPARTANBURG-RADIO: About June 15, NE course LF rng will be realigned from 238° to 235°. (5-25)
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)
★ SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable. (3-2) USAF UHF/DF also opers 236.6 and 243.0 mc. (6-10
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-56-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)
WATERTOWN-RADIO: About June 30, DME at VOR site will be discontd. (6-4)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)
BRISTOL-TRI-CITY-ARPT-TOWER: ILS glide slope not usable MM to fld. About July 26, lclzr and glide slope will be shut down for approx one week -modernization. (6-12)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)
CHATTANOOGA-LOVELL FLD-TOWER: About June 18, combined stn/twr will be ctld from portable twr lctd approx 800' NE of midfield intsxn, until approx Dec. 18 - modernization. (6-2)
CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwy Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. VOR usable for more than 50 mi min en route alt. Caution - occasional momentary course disturbance in mountainous areas. (5-7) DME usable for more than 20 mi at min en route alt. (6-10)
KNOXVILLE-McGHEE-TYSON-ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S rnwy closed ngts. (2-24)
MEMPHIS-RADIO: VOR radials 200°- 260° max usable dist at min OFR alt - 40 mi.
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°.
NASHVILLE-BERRY FLD: Construction - new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. (5-10)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
SMYRNA-SEWART AFB-RADIO: USAF VHF/DF flgt-checked unsatisfactory. (5-10)
TEXAS: AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R. I. RR about 7 mi W of Amarillo; Exell Helium Plant on S. F. RR about 35 mi N.
AUSTIN-RADIO: DME coverage 50 mi 2000' MSL 0° thru E to 110°; 50 mi 2500', 110° thru S to 220°; 50 mi 3000', 220° thru 250°; 50 mi 3500', 250° thru 330°. Coverage over Danger Area 343, 330° thru 360° not certified. (6-10)
AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

TEXAS: **BAY CITY ARPT: 332' (382' MSL) lgtd twr erected 3.0 mi NE (40°T) at lat 29-00-32, long 95-54-46. (6-5)
**BEAUMONT-JEFFERSON COUNTY ARPT (PORT ARTHUR): 170' MSL lgtd twr erected 3.5 mi N (5°T) at lat 30-00-48, long 94-01-34. (5-28)
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22)
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BRADY-CURTISS ARPT: Caution - NW/SE rnwy clsd - const. (1-28)
✱BRYAN AFB-RADIO: USAF VHF/DF no longer opers on 126.18 mc. (6-8)
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Aug 15. (4-14) FLD: Exten const SE end rnwy 13-31. Rnwy may be clsd short periods. SE end rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs, men and equip on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000 and 2000' NW end rnwy 13; 400' SW of center of rnwy - unlgtd. (6-2)
**DECATUR ARPT: 320' lgtd rdo twr erected 25 mi NE (330°T) at lat 33-34-12, long 97-47-50. (6-4)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping.
✱FT. WORTH-CARTER FLD-TOWER: June 14, DME at ILS glide slope site flgt-checked and cmsnd. These data rcvd too late for inclusion ILS page. FLD: Caution-const SE area arpt. Men and equip on fld. (5-21)
FT. WORTH-MEACHAM FLD: Bldg with four 35' antenna poles erected 650' E and 100' N of apch end rnwy 17. (5-21)
GALVESTON-RADIO: All VOR courses unreliable beyond 30 mi from stn acct moderate to severe scalloping. April 23, VOR shut down for relctn. (5-20)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-gnd gunnery, dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00, long 96-32-00.
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
HOUSTON ARPT: Deep ruts in E shoulder of NW/SE rnwy. (12-4)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - marked. (6-7)
MIDLAND AR PARK-TOWER: Effect Mar 1, and until Sept 1, USAF mobile twr controls all military and civil traffic on following freqs: trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 121.5, 126.18 mc Call "Airpark Tower". (2-26) ARPK: NW/SE rnwy clsd to all acft durg daylgt hrs on week-days until Sept 1, because of parked mil acft on rnwy.

TEXAS: While arpt is being used by mil acft an Air Force mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)
ODESSA-ECTOR COUNTY ARPT: Caution - NW/SE strip clsd-men and equip on fld. (6-8)
POTEET ARPT: Closed - const. (11-20)
QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
**ROSENBURG-LANE ARPT: 332' (399'MSL) lgtd twr erected 11.0 mi SE (115°T) at lat 29-28-08, long. 95-37-12. (6-5)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unrel below 4500'MSL in all quads. (12-22)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
**SNYDER-WINSTON ARPT: 145' lgtd oil derrick erected 2300' S'W of fld. (6-9)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' MSL all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TYLER-RADIO: Effect. Mar 3, due to modernization, LF rng will operate continuously-without interruption for scheduled broadcasts. (3-5)
WACO-RADIO: DME coverage 2300' MSL, 50 mi 250° thru N to 190°; 2300' MSL, 40 mi 190° to 290°. Coverage not certified over Danger Areas 219 and 443. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells-one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)
WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No over-run off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME 13,000' MSL coverage 50 mi 350° N, E, S and W to 330°. 13,500' MSL coverage 50 mi 330° to 350°
DELTA-RADIO: VOR usab e dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME 13,000' MSL coverage 50 mi 20° thru 40° and 30 mi 40° thru 90° and 50 mi 90° thru 170°. 9000' 50 mi 170° thru S to 230°. 11,000' 50 mi 230° thru W and N to 20°. (5-8)
HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330°, at min instr alt. (12-9) DME coverage 13,000' MSL 50 mi 355° to 040°; 13,000'MSL 20 mi 040°-120° and 50 mi 120°-160°; 10,000'MSL 50 mi 160° thru S to 210°; 12,000'MSL 50 mi 210°-230°and 30 mi 230° thru W to 310°; 11,000'MSL 50 mi 310°-355°. (5-21)
OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000'MSL. (7-30) DME coverage 0-150° 20 mi at 12,000' MSL. 150-315°, 50 mi at 10,000' MSL. 315-360°, 50 mi at 11,000' MSL. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'MSL; 35 mi at 11,000' MSL. (3-24) DME 9000' coverage 50 mi 235° thru W to 340°. 12,000' at 30 mi - 340° thru N to 020°. 13,000' at 20 mi 020° thru E to 140°. 12,000' at 50 mi - 140° to 180° and 40 mi 180° to 235°. (5-10)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME 9000' MSL coverage 50 mi 250° thru N to 160°. 11,000' at 50 mi 160° thru S to 220°. 12,000' at 50 mi 220° thru W to 295°, and 40 mi 295° thru 350°
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)
BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19.
VIRGINIA: ALEXANDRIA-BEACON FLD: Fld clsd to all operns. (5-25)

VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4,000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.
★HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF cmsnd. Freqs: 305.4, 243.0, 363.8, 236.6 mc. Call: Homer. Unreliable below 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20)
LYNCHBURG-PRESTON GLENN ARPT-TOWER: Effect July 1, twr will be discontd. (6-10)
MANASSAS ARPT: Closed-construction. (4-29)
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt.
RICHMOND-BYRD ARPT-TOWER: ILS LOM usable 10 mi rng. (6-9) FLD: Due to non-bisibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W Taxi Strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: DME coverage from 40° thru 60° 30 mi at 7000' MSL; 60° thru 150° unknown due prohibited area; 150° thru 175° 30 mi at 5,500' MSL; 175° thru 260° 50 mi at 10,000' MSL; 260° thru 290° 50 mi at 8000' MSL; 290° thru 40° 30 mi at 10,000' MSL. VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by interveing high terrain.
★EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable, 160° to 310° clockwise below 7000'; 025° to 98° below 9000' due terrain limitations. (8-11) USAF UHF/DF hrs of opern: 0700-2300 daily; 30 min notice other hrs. (6-2)
HOQUIAM-RADIO: DME coverage 3500' MSL 50 mi from 35° thru to 50°. 7000' 50 mi from 50° thru to 155°. 5000' 50 mi from 155° thru to 34°. (5-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110°; below 4000', 110-240°; below 3500', 240-315°. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end -unmrkd. (6-14)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.2 mc out of service. (2-9)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR flgt-checked for en route Victor Arwys use only, at min instr alts, and on the 52°, 87°, 198°, 252°, 254° radials at min terrain clearance alts. DME coverage 50 mi 36° thru 152° at 7000' MSL; 50 mi 152° thru 244° at 5000' MSL; 50 mi 244° thru 264° at 6000' MSL; 50 mi 264° thru 36° at 8000' MSL. (5-14)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 070-300° at 6000'; 090-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20) USAF VHF/DF opers 0730-2400 Mon-Fri; 0730-1200 Sat; training status. (5-27)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution--const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control tower. (7-2)
TACOMA-McCHORD AFB-RADIO: All crs LF rng have splits and multiples beyond 20 mi.
WASHINGTON: YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of center line of apch. (5-31)
CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL, 270° thru 330°, 30 mi at 2500' MSL. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10)
ELKINS ARPT: Obstn lgts on Rnwys 4 and 13 dimly lgtd until Sept. 1. (6-9)
MARTINSBURG ARPT: Glider flying-peak activity expected on week ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
★WHEELING-RADIO: June 14, DME at VOR site flgt-checked and cmsnd. These data rcvd too late for inclusion ANRA page.
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuth angles 220° thru 252°. (4-3)
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
MADISON-TRUAX FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand overhead appchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2) DME coverage at min en route alt 50 mi or more 200° clockwise to 190° and 40 mi or more 190° clockwise to 200°. (6-11)
**MILWAUKEE-BROWN DEER ARPT: Arpt abandoned. (5-6)
MILWAUKEE-GENERAL MITCHELL FLD: Due to non-visibility twr unable to ctl tfc on 400' section of rnwy 7-25 beginning 360' from SW end. (5-25)
**OCONTO ARPT: 574' lgtd twr erected 6.5 mi NE (39°T) at lat 44-56-30, long. 87-49-30. This corrects AIRGI Vol. 9, No. 6, dated June 1, 1954.
WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)
**WAUSAU-ALEXANDER ARPT: 90' (1696'MSL) lgtd twr erected 2.0 mi SW (216°T) at lat 44-53-19, long. 89-30-09. (6-3)
WYOMING: CASPER: Temp. Controlled Firing Area will be conducted until Sept 1, in following described area: Bounded on N by lat 42-58-00; E by long. 106-41-00; S by lat 42-56-00; W by long. 106-48-001 Altitude: Surface to 16,000' MSL. Time of Use: As published in NOTAMS. Activities conducted: Air-to-ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard, 600 E 25th St., Casper, Wyo. (5-18)
CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.
CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 7300' MSL; 120-180° 7500' MSL 180-280°, 11,000' MSL; 280-325°, 10,500' MSL; 325-340°, 9000' MSL; 340-10°, 7500' MSL. (5-5)
DOUGLAS-RADIO: About July 6, MH fac will be perm discontd. (5-14)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-mrkd. (3-18)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)
SOUTH GUERNSEY: Effect. June 18 and 19, Temp Controlled Firing Area will be conducted infollowing described area: Beginning at lat 42-16-00, long. 104-42-00, thence to lat 42-12-00, long. 104-42-00, thence to lat 42-12-00, long. 104-45-00, thence to lat 42-16-00, long. 104-45-00; thence to point of beginning. Altitude: Surface to 6000' MSL. Time of Use 0800-1500. Activities conducted: 155 mm Howitzer with maximum of ten rounds each day. Maximun Height Projectile: 1400' above ground. Controlling Agency: State of Wyoming Military Department. (6-15-54)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
AUGUSTA, GA. Bush Field 142 SBRAZ - DTV - AGS Procedure No. 1 Effective date. 6/25/54	Augusta VOR	153 8.0	1800	*N side of W crs 276 outbnd 096 inbnd 1600' - within 25 mi	1140	130 7.5	T-dn C-dn A-dn	300-1 600-2 800-2	300-1 600-2 800-2	Turn right climb to 1500' on S crs (171) within 25 miles. Caution. Deviation authorized in obstruction clearance over radio towers 786' MSL located 5.0 miles NNW AGS LFR. Prohibited area located 4 miles E of Bush Fld. *Turn non-standard due to Camp Gordon Danger Area located 2.5 mi S of final approach course.
BETHPAGE, N.Y. Grumman Airport 119 (Using Mitchel LFR) SMBRAZ- DT - HEM Procedure No. 1 Effective date: 7/1/54	Long Beach Int. (Final) Radar terminal area transitions all directions. East of NE/SW crs LaGuardia LFR	040 0.15 within 25 mi of IDL within 15 mi of IDL	800 3000 1500	E side SW crs 220 outbnd 040 inbnd 1500' - within 10 mi	800	050 3.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 3.0 miles...make a right climbing turn to 2500' (or higher altitude when directed by ATC) return to Mitchel LFR. (Radar transition utilizing idlewild surveillance radar)
BURLINGTON, IOWA Burlington Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 6/8/54									
CUTBANK, MONTANA Cutbank Airport 3900 SBMRAZ - DTV - CTB Procedure No. 1 Effective date: 6/15/54				E side SE crs 130 outbnd 310 - inbnd 5500' - within 25 mi	4800	328 3.1	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 600-1.5 600-2 800-2	Within 3.1 miles, climb to 6000' on N crs CTB LFR 328° outbnd within 25 miles.
DES MOINES, IOWA Des Moines Airport 957 SBRAZ- DTV - DSM Procedure No. 1 Effective date: 7/1/54	Martindale FM (final) Des Moines VOR	005 11.0 353 4.0	1800 2100	E side S crs 185 outbnd 005 inbnd 2100'-within 15 mi 2200'-within 25 mi	1600	343 2.2	T-dn# C-dn S-dn 31 or 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.2 miles...immediately turn left climb to 2600' on W crs, or when directed by ATC immediately turn left, climb to 2600' on 310° ADF track from DSM LFR. Caution: 1560' MSL TV twr located 3.2 mi NNE of airport. #When TV twr not visible on N, NW, E and NE take-offs, climb to 2100' MSL prior to turning toward twr.
FRESNO, CALIF. Fresno-Chandler 277 SBRAZ- DTV - FNO Procedure No. 1 Effective date: 6/14/54	Bowles Int. (Int of 012° bearing to FNO LOM and SE crs FNO LFR (Final)	316 11.0	800	*S side SE crs 136 outnbd 316 inbnd 1500' - within 25 mi	800	035 1.0	T-dn C-dn A-dn	300-1 500-2 800-2	NA NA NA	Within 0.0 miles, climb to 2000' on W crs within 20 miles. *Procedure turn S side for more favorable terrain.
Procedure No. 2 Effective date: 6/14/54	Bowles Int. (Int of 012° bearing to FNO LOM and Southeast crs FNO LFR)	316 11.0	1500	S side W crs 271 outbnd 091 inbnd 1500' within 10 mi 1900' within 25 mi	800	035 1.0	T-dn C-dn A-dn	300-1 500-2 800-2	NA NA NA	Within 0.0 miles, climb to 1500' on SE crs within 20 miles.
HARRISBURG, PA. Harrisburg State Arpt 347 SBRAZ-HAR Procedure No. 1 Effective date: 6/25/54	New Kingstown FM (Final)	104 11.0	**1500	S side W crs 284 outbnd 104 inbnd 2400' - within 10 mi	**1500	118 1.1	T-d# T-n# C-dn* A-dn	500-1 500-2 1000-2 1000-2	500-1 500-2 1000-2 1000-2	Within 1.1 mi....climb to 2000' on E crs within 10 miles. #Take-off S on N/S runway not authorized for air carrier aircraft over 12,500 lbs gross weight. *Landing N for air carrier aircraft over 12,500 lbs gross weight authorized only during daylgt hrs with ceiling 1500' or better. Deviations: Standard-clearance not provided (1) over 1300' ridge 4.0 mi N of final approach crs and (2) 1136' ridge and tower 1.6 mi S of airport. **CAUTION: Do not descend to final approach altitude until on W crs of the range.
JACKSONVILLE, FLA. Imeson Airport 52 SBRAZ- JAX Procedure No. 2** Effective date: 6/25/54	Bryceville FM or Int W crs JAX LFR & 350 brg from Cecil HW (Final) Jacksonville VOR	089 14 mi to Riverview fix* 225 2.5	700 1200	#N side W crs 269 outbnd 089 inbnd 1200 - within 25 mi	700 over Riverview fix *	089 3.1	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.1 mi climb to 1300' on E crs of JAX LFR (089°) within 25 miles. **Procedure authorized only for acft equipped to receive JAX LFR and JAX LOM bearings simultaneously. *Riverview fix is the intersection of the W crs of JAX LFR and a 359° brg. from JAX LOM. #Procedure turn non-standard to avoid danger area.
LACROSSE, WISC LaCrosse Airport 653 SBRAZ-DTV - LSE Procedure No. 1 Effective date: 7/1/54	LaCrosse VOR	320 10.0	2500	W side NW crs 301 outbnd 121 inbnd 2500'-within 10 mi 2600'-within 25 mi	1800	142 5.0	T-d T-n C-d C-n S-d S-n 13 A-dn	400-1 400-1.5 600-1 600-2 300-1.5 500-2 800-2	400-1 400-1.5 600-1.5 600-2 500-1.5 500-2 800-2	Within 4.0 miles...make immediate right climbing turn to 2500' and return to LSE range station. Caution: 1273' MSL radio twr 3.5 mi WSW of airport.
MARIANNA, FLA. Graham AB (Marianna) Procedure No. 1	PROCEDURE CANCELLED									
MUSCLE SHOALS, ALA. Muscle Shoals Airport 548 SBRAZ-DTV- MSL Procedure No. 1 Effective date: 6/28/54	Muscle Shoals VOR	038 0.9	1700	N side SE crs 131 outbnd 311 inbnd 1900'-within 25 mi	1400	282 4.7	T-dn C-dn S-dn 29 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.7 miles. . .climb to 2000' on W crs (282°) within 25 miles. Caution: Transmission line poles 654' MSL located 1.5 miles E of approach end of runway 29.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-15-54)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
NANTUCKET, MASS. Nantucket Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 5/20/54									
Procedure No. 2	PROCEDURE CANCELLED EFFECTIVE DATE: 5/20/54									
OMAHA, NEBR. Omaha Airport 982 SBRAZ-DTV - OMA Procedure No. 1 Effective date: 7/1/54	California FM (Final)	154 13.0	1900	W side N crs 334 outbnd 154 inbnd 2400' within 25 mi	1900	139 5.1	T-dn* C-d C-n S-d S-n 14-L A-dn	300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1.5 500-2 500-1 500-1.5 800-2	Within 5.1 mi, climb to 2700' on SE crs, or when directed by ATC, climb to 2500' on SE crs, proceed to E crs OMA-LFR at 2600' or climb to 2500' on SE crs and intercept ADF track 90° outbnd from OMA-LFR within 25 mi. *Climb to 2000' MSL prior to proceeding westerly direction account 1705' and 1739' MSL TV twrs. Caution: Bluff 1339' MSL 1.5 mi E airport TV twrs 1739' MSL 5.0 mi WNW and 1705' MSL 3.0 miles SW of airport.
PANAMA CITY, FLA. Panama Airport Procedure No. 1	PROCEDURE CANCELLED									
PEORIA, ILLINOIS Greater Peoria Arpt 659 SBMRAZ - DTV - PIA Procedure No. 1 Effective date: 6/30/54				W side of N crs 002 outbnd 178 inbnd 2000'-within 25 mi	1500	178 2.4	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.4 mi ....climb to 2000' on S crs within 25 miles.
RAPID CITY, S. D. Rapid City Airport 3172 SBRAZ-DTV-RAP Procedure No. 1 Effective date: 7/1/54	RAP VOR	147 8.0	5000	N side E crs 075 outbnd 255 inbnd 4400' within 25 mi	3900	104* 1.9	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Climb to 5000' on N crs within 25 mi *Field is located between procedure turn and LFR sta. DC-3 and larger aircraft restricted to NW/SE runway.
ST. JOSEPH, MO. Rosecrans Memorial Airport Procedure No. 1	PROCEDURE CANCELLED									
SAN DIEGO, CALIF. Lindbergh Field 15 SBRAZ- DTV - SAN Procedure No. 1 Effective date: 6/26/54	Jamul Rbn	263 21.0	3600	W side N crs 325 outbnd 145 inbnd 2500'-within 25 mi	1200 * #	143 2.5	T-dn C-dn A-dn	300-1 600-2 800-2	300-1 700-2 800-2	Within 2.5 miles, climb to 3000' on SE crs within 15 mi of SAN LFR (Mexican Border) *1500' if La Jolla FM not received. Approach clearance required before descent below 2500'. #Descent below 2500' NA until S of La Jolla FM, inbnd.
	Int. E crs SAN LFR & SE crs Miramar LFR	263 8.0	1500							
	Coronado FM	319 10.0	2600							
	Oceanside Rbn	145 35.0	2500							
	La Jolla FM (Final)	145 6.0	1200 *							
SCHENECTADY, N.Y. Schenectady Co. Arpt Procedure No. 1	PROCEDURE CANCELLED effective date: 7/1/54									
SELMA, ALA. Selfield Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 6/28/54									
SPRINGFIELD, MO. Springfield Airport 1267 SBRAZ- DTV Procedure No. 1 Effective date: 6/30/54	Springfield VOR	229 7.0	2300	W side of crs 314 outbnd 134 inbnd 2300'-within 25 mi	1900	134 4.2	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles. . .climb to 3000' on SE crs of SGF LFR within 25 miles. Caution: 1630' tower located 4.5 mi SE of airport on missed approach course.
TALLAHASSEE, FLA. Dale Mabry Airport 70 SBRAZ- DTV - TLH Procedure No. 1 Effective date: 7/1/54	Quincy FM (Final) Tallahassee VOR	116 10.0 187 6.0	800 1300	W side NW crs 296 outbnd 116 inbnd 1300'-within 15 mi (NA beyond 15 mi)	800	085 2.7	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.7 miles. . .climb to 1400' on E crs (085°) within 25 miles. Caution: 300' unlgtd terrain 1.0 miles NE of airport.
TRAVERSE CITY, MICH. Traverse Airport 629 SBRAZ- DTV - TVC Procedure No. 1 Effective date: 7/1/54				E side SE crs 139 outbnd 319 inbnd 2100-within 10 mi 2400'-within 20 mi 2500'-within 25 mi	1600	319 2.2	T-dn C-dn A-dn	300-1 500-1.5 800-2	300-1 500-1.5 800-2	Within 2.2 miles climb to 2500' on NW crs within 25 miles.
WASHINGTON, D.C. National Airport 16 SBRA-DTVX - DCA Procedure No. 1 Effective date: 6/20/54				E side SW crs 212 outbnd 032 inbnd 1500'-within 20 mi (NA beyond 20 mi)	1000	001 5.3	T-dn C-dn S-dn 3,36 or 33 A-dn	300-1 *600-1 *500-1 800-2	300-1 *600-1.5 *500-1 800-2	Within 5.3 miles...make a left climbing turn' as soon as practicable, climb to 1800' (or to a higher altitude when requested by ATC) on NW crs to Herndon Int. *Caution: Standard clearance not provided over 596' monument 1.8 miles N of arpt and 422' monument 1.7 miles W of final approach course.
	Radar transition altitudes; 1500' in the E, W and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of Danger and Prohibited areas. Radar fixes may be substituted for all fixes shown.									
WINK, TEXAS Wink Mun Airport 2824 SBRAZ-DTV - INK Procedure No. 1 Effective date: 6/21/54	Wink VOR	150 9.0	4100	E side of SE crs 152 - outbnd 332 - inbnd 3900'-within 25 mi	3440	353 1.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.2 miles climb to 4500' on N crs within 25 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-15-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

"When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), "unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
AMITYVILLE, L.I., N.Y. Zahn's Airport 80 (Using Babylon MHW-FM BBN) Procedure No. 1 Effective date: 7/1/54	Mitchel LFR	121 8.0	1500	E side of crs 170 outbnd 350 inbnd 1500'-within 10 mi	800	350 3.0	T-d T-n C-d C-n S-d35 S-n A-d A-n	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	Within 3.0 miles of Babylon MHW, climb on a crs of 350° to the NE crs of the Mitchel LFR and proceed to the Mitchel LFR at 2500'. Straight-in approach approved on a crs of 350° to the Babylon MHW within 10 miles as determined by surveillance radar.
	Long Beach Int.	066 18.0	1500							
	Scotland Rbn	077 32.0	1500							
	St. James Int.	229 19.0	1500							
	Huntington Int.	179 14.0	1500							
	Radar terminal area transitions all directions	Within 25 mi of IDL	3000							
ATLANTA, GA. Atlanta Airport Procedure No. 2	PROCEDURE CANCELLED superseded by combination ADF-ILS dated June 17, 1954.									
BIG SPRING, TEXAS Big Spring Mun Arpt Procedure No. 1	PROCEDURE CANCELLED effective date: 6/24/54									
DODGE CITY, KANSAS Dodge City Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 6/8/54									
FLINT, MICH. Bishop Airport 781 BMH-TV - FNT Procedure No. 2 Effective date: 7/1/54	Int SW crs Lansing and N crs Bad Axe	344 22.0	2200	W side of crs 344 - outbnd 164 - inbnd 2000' - within 25 mi	1400	at arpt	T-dn C-dn A-dn	300-1 600-1.5 800-2	300-1 600-1.5 800-2	Within 0.0 miles climb to 2200' on crs of 164° within 25 miles.
FORT WAYNE, IND. Baer Field Procedure No. 1	PROCEDURE CANCELLED combined with ILS effective date: 6/20/54									
GREAT BEND, KANSAS Great Bend Airport 1891 GBD "H" - Procedure No. 1 Effective date: 7/1/54	Hutchinson LFR	281 60.0	3200	S side of crs 294 outbnd 114 inbnd 3200' - within 25 mi	2600	114 1.5	Privately owned "H" facility Continental Airlines - Not to be published. Intermittent Operation.			Within 1.5 miles climb to 3200' on track of 114° within 25 miles.
JACKSON, MICH. Reynolds Airport 1000 BMHTV - JXN Procedure No. 1 Effective date: 7/1/54	Litchfield VOR	050 21.0	2300	W side of 135° crs 315 - outbnd 135 - inbnd 2200' - within 10 mi 2300' - within 25 mi	1500	fac on airport 0.0	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 0.0 miles, climb immediately to 2300' on track of 135° within 5 miles. Caution: Radio twr 1330' MSL 2.3 mi SE of "MH" facility.
	Napoleon Int	303 14.0	2300							
	Henrietta Int.	207 8.0	2300							
	Manchester Int	300 21.0	2300							
	Int SE crs LAN LFR and 210° brg to "H"	210 15.0	2300							
	Int West crs RML LFR and 030° brg to "H"	030 18.0	2300							
JOHNSTOWN, PA. Johnstown Airport 2284 MHW - JST. Procedure No. 1 Effective date: 6/25/54				S side of crs 225 outbnd 045 inbnd 3000' - within 10 mi (NA beyond 10 mi)	3000	045 5.3	*T-dn *C-dn *S-dn 5 *A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.3 miles...make a right climbing turn to 4000' and return to Johnstown MHW and hold SW on crs of 225° within 10 mi *Runway lights available by prior arrangement only.
MASON CITY, IOWA Mason City Airport Procedure No. 1	PROCEDURE CANCELLED									
NORFOLK, NEBR. Norfolk Airport 1562 OFK "H" Procedure No. 1 Effective date: 7/1/54	Omaha LFR	290 87.0	3000	E side of crs 110 outbnd 290 inbnd 2800' - within 25 mi	2300	Fac on arpt	Privately owned "H" facility Braniff Airways. Not to be published. Intermittent Operations			Within 0.0 miles climb to 3000' on track of 310° within 25 miles. Caution: 1870' MSL twr 3.5 miles NW of airport. 1900' MSL twr 2.5 miles N of airport.
	Sioux City LFR	236 61.0	3000							
PADUCAH, KY. Barkley Airport 405 BMH - PUK Procedure No. 1 Effective date: 6/25/54				E side of crs 215 outbnd 035 inbnd 1600' - within 10 mi	1000	Fac on arpt	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 0.0 miles climb to 2000' on crs of 035° within 25 miles.
PONCA CITY, OKLA. Ponca Mun Airport 1014 BMH - PNC Procedure No. 1 Effective date: 6/28/54	Ponca City VOR	102 3.5	2200	S side of crs 255 outbnd 075 inbnd 2200' - within 25 mi	1700	On arpt	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 0.0 miles climb to 2300' on crs of 075° within 25 miles.
Procedure No. 2 Effective date: 6/28/54	Ponca City VOR	102 3.5	2200	W side of crs 350 outbnd 170 inbnd 2300' - within 25 mi	1800 over Blackwell Fix	170 3.6 from Blackwell Fix	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.6 miles climb to 2300' on crs of 170° within 25 miles. NOTE: Procedure authorized only for acft equipped to receive Ponca City RBN and Ponca City VOR bearings simultaneously. Blackwell Fix is Int. 40° radial from PNC VOR & final approach course.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-15-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (*) SIDE OF FINAL APCH CRS, OUTBND AND INBND ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS · AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
WASHINGTON, D.C. National Airport 16 MHW - RVD Procedure No. 1 Effective date: 6/21/54	Andrews LFR	348 16.0	1600	W side of crs 039 outbnd 219 inbnd 1500'- within 10 mi (NA beyond 10 mi)	1000	227 6.0	T-dn C-dn A-dn	300-1 800-2 1000-3	300-1 800-2 1000-3	Within 2.0 miles after passing Riverdale MHW, climb to 1500' on crs of 227° and as directed by ATC, proceed to (1) Washington LFR at 1500' or (2) Herndon Int. at 2800' or (3) Springfield MHW at 2000' or (4) Andrews LFR at 3500'. Additional instructions which may be issued by ATC if unable to proceed from the Riverdale MHW with 3 mi visibility and free of all clouds make a right climbing turn to 039° and remain in the Riverdale holding pattern at 1500'. Caution: Procedure turn altitude does not provide standard clearance over 823'twr 8.0 mi W of final apch crs; circling minimums do not provide standard clearance over 596' monument 1.8 miles N of airport.
	Bellsville FM (Final)	219 10.0	1000							
Procedure No. 2 Effective date: 6/21/54	Springfield Rbn	103 12.0	1500	W side of crs 181 outbnd 001 inbnd 1400'- within 15 mi (NA beyond 15 mi*)	1000	001 5.3	T-dn C-dn S-dn 36 A-dn	300-1 #600-1 #500-1 800-2	300-1 #600-1.5 #500-1 800-2	Within 5.3 miles...make a left climbing turn as soon as practicable, climb to 1800' (or higher altitude when requested by ATC) on crs of 320° to Herndon Int. *Non-standard procedure turn to avoid traffic at Andrews AFB. #Caution: Standard clearance not provided over 596' monument 1.8 mi N of airport and 422' monument 1.7 mi W of final approach crs.
Procedure No. 3 Effective date: 6/22/54	Herndon VOR	118 21.0	1800	S side of crs 330 outbnd 150 inbnd 1800'-within 10 mi	1300	150 4.1	T-dn C-dn S-dn 15, 18 A-dn	300-1 900-1 900-1 1000-2	300-1 900-1.5 900-1 1000-2	Within 4.1 mi after passing Georgetown MHW climb to 1500' on crs of 150°, make a right turn and, as directed by ATC, proceed to (1) Herndon Int, at 2800' or (2) Springfield MHW at 2000' or (3) return to Georgetown MHW at 1800'. Additional missed approach procedures: climb to 1500' on crs of 150° and, as directed by ATC, proceed to Riverdale MHW at 1500' or Andrews LFR climbing to 3500'.
	Springfield MHW	050 12.0	1800							
	Washington LFR	348 10.0	1800							
	Riverdale MHW	270 7.0	1800							

NOTE: Procedures 1, 2 and 3: Radar transition altitudes: 1500' in the E, W and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 miles exclusive of Danger and Prohibited areas. Radar Fixes may be substituted for all fixes shown.

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

WASHINGTON, D.C. National Airport 16 TVOR - DCA - TVOR -15 Georgetown MHW - GTN Effective date: 6/20/54	Springfield MHW	071 12.0	1800	S side 327 outbnd 147 inbnd 1800'- within 10 mi of Georgetown MHW	GTN MHW 1300 Descend to landing minimums after passing Georgetown MHW.	150 4.1	T-dn C-dn S-dn 15, 36 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Climb to 1500' on crs 150° make a right turn and, as directed by ATC, proceed to (1) Herndon VOR at 2800' (2) Springfield MHW at 2000'or (3) return to Georgetown MHW at 1800'. Additional missed approach procedures, climb to 1500' on crs 150° and as directed by ATC, proceed to Riverdale MHW at 1500' or Andrews LFR climbing to 3500'. Caution: Landing minimums do not provide standard clearance over 596' monument 1.8 mi N of airport.
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 6.0	1500							
TVOR - 21 Riverdale MHW - RVD Effective date: 6/20/54	Springfield MHW	071 12.0	1800	E side 054 outbnd 234 inbnd 1600'-within 10 mi Riverdale MHW Procedure turn conducted E to avoid restricted areas.	#700	213 1.0	T-dn C-dn S-dn 21 A-dn	300-1 700-1 700-1 800-2	300-1 700-1.5 700-1 800-2	Climb to 1500' on crs of 234° and as directed by ATC, proceed to (1) Washington LFR at 1500' or (2) Herndon VOR at 2800' or (3) Springfield MHW at 2000' or (4) Andrews LFR at 3500'. Additional instruction which may be issued by ATC; if unable to proceed from Riverdale MHW with 3 mi visibility and free of all clouds, make a right climbing turn to 039° and remain in the Riverdale Holding pattern at 1500'. Caution: Landing minimums do not provide standard obstruction clearance over 596' monument 1.8 mi N of airport. #Maintain 1000' until after passing Riverdale MHW.
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 6.0	1500							
	Abeam Riverdale MHW (final)	234 6.0	#700							
	(Final approach crs may be intercepted from 219° crs from Riverdale MHW)									
TVOR - 29 Effective date: 6/20/54	Springfield MHW	071 12.0	1800	* W side 160 outbnd 340 inbnd 1600'- within 10 mi of TVOR	#500	330 0.7	T-dn C-dn S-dn 33 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Make a left climbing turn, climb to 1800' (or a higher altitude when requested by ATC) on crs 300° and proceed to Herndon VOR. #Maintain 700' until after passing int NE crs Washington LFR.
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 6.0	1500							
	Int NE crs Washington LFR (final)	340 4.0	#500							
TVOR - 36 Effective date: 6/20/54	Springfield MHW	071 12.0	1800	*W side 187 outbnd 007 inbnd 1400'-within 15 mi of DCA LFR (NA beyond 15 mi)	Alexandria Int. 1000	003 0.5 from Alexandria Int. 6.0	T-dn C-dn S-dn 3,33,36 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Make a left climbing turn as soon as practical climb to 1800' (or at a higher altitude when requested by ATC) on crs 300° from TVOR and proceed to Herndon VOR. Descend to landing minimums after passing Alexandria Int. (Int NW crs Washington LFR and 007° crs to TVOR) .
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1800							
	Washington LFR	002 6.0	1500							

NOTE: TVOR 33 and 36: *Procedure turn W to avoid Andrews AFB traffic.
Caution: Circling minimums do not provide standard obstruction clearance over 596' monument 1.8 miles N of arpt; Straight-in landing minimums for TVOR-36 do not provide standard obstruction clearance over 422' monument 1.7 mi W of final approach course.

NOTE: TVOR 15, 21, 33 and 36 Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1600' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of Danger and Prohibited areas. Radar Fixes may be substituted for all fixes shown.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-15-54)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND.); ALTITUDES; LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
HOBBS, NEW MEXICO Lea County Airport 3659 BVOR - HOB Procedure No. 1 Effective date: 5/28/54	Hobbs LFR	127 7.0	5000	N side crs 033 - outbnd 213 - inbnd 4800'-within 25 mi	4300	213 5.0	T-dn C-dn S-dn 21 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.0 mi ..climb to 5000' on crs 213° within 25 mi.
MARIANNA, FLA. Graham AB 112 BVOR - MAI Restricted Procedure No. 1 Effective date: 6/28/54				N side of crs 127 outbnd 307 inbnd 1400'-within 15 mi (NA beyond 15 mi)	900	307 3.5	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.5 miles climb to 1400' on crs of 269° within 25 miles. Caution: (1) Airport operated by Graham Aviation for intense military flight training. Entry into arpt requires prior arrangment xcpt in emergency. (2) Operation above 20,000' is in night Danger Area D-336.
Muscle Shoals, Ala. Muscle Shoals Arpt 548 BVOR - MSL Procedure No. 1 Effective date: 6/28/54	Muscle Shoals LFR	218 0.9	1700	N side crs 114 - outbnd 294 - inbnd 1900'-within 25 mi	1400	294 4.1	T-dn C-dn S-dn 29 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.1 mil...climb to 2000' on crs of 294° within 25 miles. Caution: Transmission line poles 654' MSL located 1.5 mi E of approach end of rnwy 29.
QUINCY, ILLINOIS Quincy Baldwin Arpt 769 BVOR- DTV - UIN Procedure No. 1 Effective date: 6/30/54	Quincy Rbn	200 3.0	1900	E side of crs 209 - outbnd 029 - inbnd 1900'-within 25 mi	1300	029 7.2	T-dn C-dn S-dn 3 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 7.2 miles...climb to 1900 on crs of of 029 from Quincy VOR within 25 miles. Caution: 1560' tower located 6 miles WNW of airport.
ST. JOSEPH, MISSOURI - ROSECRANS MEMORIAL AIRPORT - Correct AIRGI Vol 9 No. 4 - column 2 to read: St. Joseph LFR.										
SAN DIEGO, CALIF. Lindbergh Field 15 BVOR - DTV - SAN Procedure No. 1 Effective date: 6/25/54	Int. 322° radial from SAN VOR & 118° radial from LGB VOR La Jolla FM (Final)	142 30.0 142 2.0	2500 1500	W side of crs 322 outbnd 142 inbnd 2500' within 25 mi	*1500	155 6.1	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	Within 6.1 miles, climb to 3000' on outbnd track of 145° within 15 miles of VOR. *Descent below 2500' NA until past La Jolla inbnd.
SAVANNAH, GA. Travis Field 80 BVOR - SAV Procedure No. 1 Effective date: 7/2/54	Savannah - LFR	017 12.0	1500	N 65 outbnd 245 inbnd 1100'-within 25 mi	600	245 5.0	T-dn C-dn S-dn 23, 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.7 miles...make immediate right turn* Climb to 1400' on crs of 300° within 25 mi. *Danger Area 12 miles SW of airport.
TALLAHASSEE, FLA. Dale Mabry Airport 70 BVOR - TLH Procedure No. 1 Effective date: 7/1/54	Tallahassee LFR	007 6.0	1300	W side of crs 339 outbnd 159 inbnd 1300'-within 25 mi	800	159 5.8	T-dn C-dn S-dn 18 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.8 miles...climb to 1300' on crs of 159 within 25 miles. Caution: 300' unlgtd terrain 1.0 mile NE of airport.
TUCUMCARI, N. MEX. Tucumcari Mun Arpt 4063 BVOR - TCC Procedure No. 1 Effective date: 5/28/54	TCC LFR	078 3.0	5200	N side 086 outbnd 266 inbnd 5200'-within 25 mi	4800	0.0	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 0.0 miles climb to 7500' on a crs of 254° within 25 miles of TCC - VOR. Caution: 5020' terrain 4.5 mi SW of LFR.
WINK, TEXAS Wink Mun Airport 2824 BVOR - INK Procedure No. 1 Effective date: 6/21/54	Wink LFR	330 9.0	4100	W side of crs 330 - outbnd 150 - inbnd 4000- within 25 mi	3500	150 6.7	T-dn C-dn S-d 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.7 miles climb to 4000' on crs of 150 within 25 miles.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. (OUTBND AND INBND.); ALTITUDES; LIMITING DISTANCES	MIN. ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
BEDFORD, MASS. Hanscom Airport Procedure No.1	PROCEDURE CANCELLED effective date: 4/21/54											
DALLAS, TEXAS Love Field Procedure No. 1	PROCEDURE CANCELLED effective June 28, 1954											
Procedure No. 2	PROCEDURE CANCELLED effective June 28, 1954											
MOBILE, ALA. Bates Field 217 ILS - MOB LOM - MO Procedure No. 1 Comb: ILS - ADF Effective date: 6/25/54	Mobile VOR	OM	066 4.5	1300	W side NW crs 320 outbnd 140 inbnd 1400' - within 15 mi	ILS 1400 ADF 900 over LOM	1420 4.6	425 0.7	T-dn C-dn S-dn 14 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1400' on SE crs of ILS or 4.6 mi after passing LOM (ADF) climb to 1400' on course of 140° within 25 mi.
	Int. 219° bearing from Bay Minette MHW & SE crs localizer	LOM	320 11.0	1400								
	Int. 242° bearing from Bay Minette Rbn & NW crs localizer	LOM	320 1.0	1400								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-15-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
NEW BEDFORD, MASS. New Bedford Arpt 79 ILS - EWB LMM - WB Procedure No. 1 Effective date: 7/1/54	Int E crs Providence LFR and SW crs ILS	OM	233 1.3	1400	S side SW crs 233 outbnd 053 inbnd 1400'-within 10 mi of LMM (NA beyond 10 mi)	ILS 1400 ADF 800# over LMM	1240 4.5	265 0.7	T-dn C-dn S-dn 5 ILS #ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 0.7 mi. after passing LMM (ADF)... make a climbing right turn as soon as practical, climb to 1400' on SW crs ILS or brng 233° from LMM, hold on S side crs within 10 miles of LMM. #Descent to straight-in mhimums authorized after passing OM. If OM not received, maintain 800' to LMM and circling minimums apply
	Int E crs Providence LFR and brng 053° to LMM	OM	053 2.0	1400								
ST. JOSEPH, MO. Rosecrans Memorial Airport 821 ILS - STJ LOM - ST Procedure No. 1 Comb; ILS - ADF Effective date: 5/5/54	St. Joseph LFR	LOM	167 2.5	2300	E side S crs 172 - outbnd 352 - inbnd 2300 - within 10 mi (NA beyond 10 mi)	ILS 2300 ADF 1800	2261 6.0	1066 0.9	T-dn C-d C-n S-dn ILS 35 ADF 35 A-dn	300-1 500-1 500-1.5 400-0.75 500-1 800-2	300-1 700-1.5 700-1.5 400-0.75 500-1 800-2	Within 6.0 mi (ADF) climb to 2400' on N crs ILS within 25 miles. Caution: Weather Bureau observations available 0600 thru 2100 only. When U.S. Weather Bureau observations not available, ADF minimums apply. 400' bluffs W, NW and E of airport.
	St. Joseph VOR	N crs ILS	153 3.0	2400								
WASHINGTON, D.C. National Airport 16 ILS - DCA Procedure No. 1 Effective date: 6/20/54	Andrews LFR	OM	305 10.0	1500	W side S crs* 183 - outbnd 003 - inbnd 1400'- within 15 mi of OM (NA beyond 15 mi)	1400	1360 5.3	205 0.6	T-dn C-dn S-dn 36 A-dn	300-1 600-1 400-0.75 800-2	300-1 600-1.5 400-0.75 800-2	If contact not established at LMM, make climbing turn to left as soon as practicable and climb to 1800' (or to a higher altitude if directed by ATC) on NW crs Washington LFR to Herndon Int. *Non-standard procedure turn to avoid Andrews AFB traffic. Deviation authorized in circling minimums. Standard clearance not provided over 596' monument 1.8 mi north of airport.
	Springfield MHW	OM	103 12.0	1500								
	Radar terminal area transition altitudes	OM	E, W & S quad of DCA LFR	1500 within 25 mi								
			N quad	1800 within 25 mi								
			All quads exclusive of restricted areas	2500 within 40 mi								

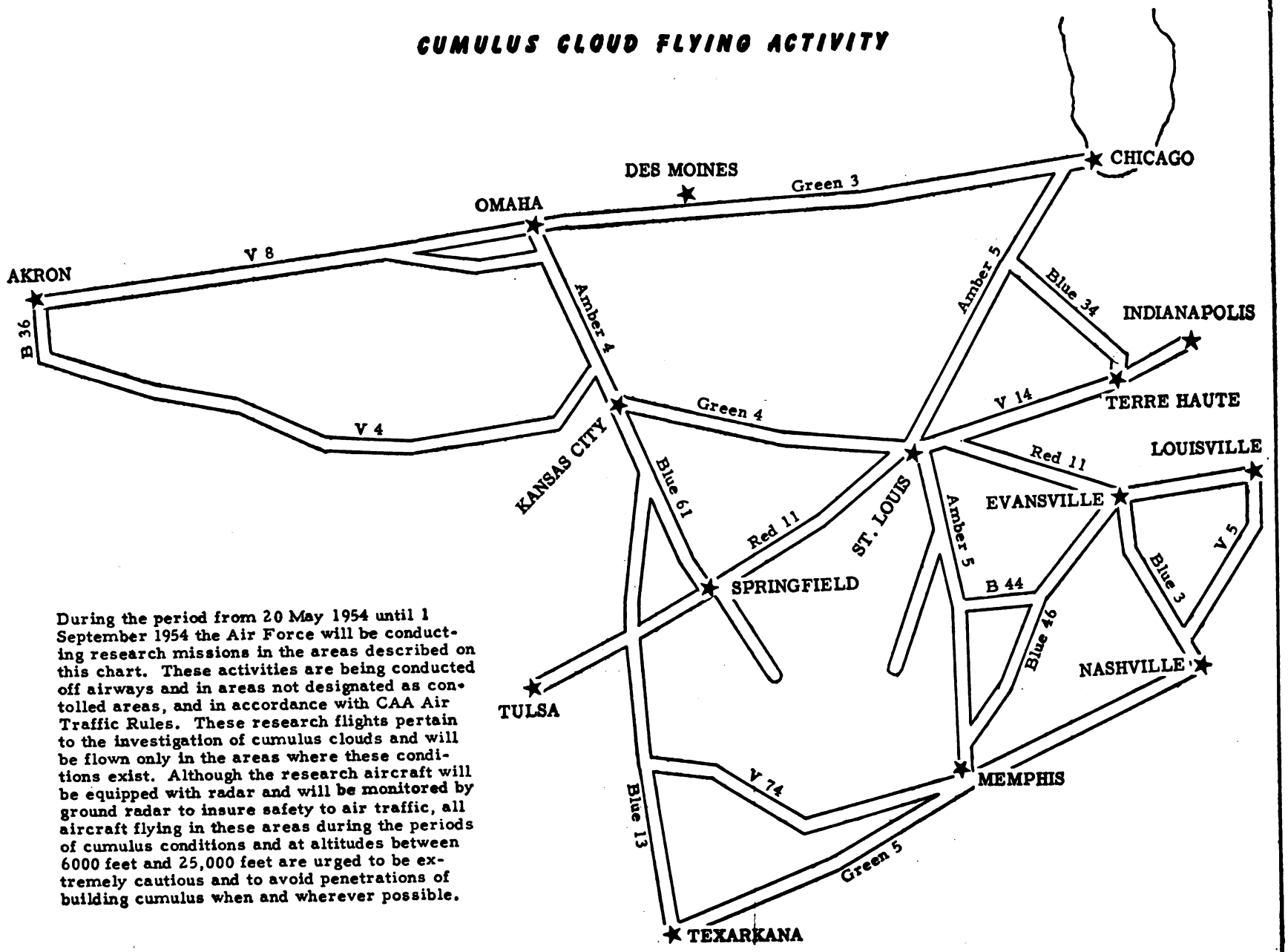
GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
SAN FRANCISCO, CALIF. San Francisco Intn'l Airport 11 Effective date: 5/29/54	All bearings shown are to the radar with sector azimuths progressing clockwise. Within 5 miles - 158° - 317° - 500' 317° - 158° - 2500' Within 10 miles - 158° - 317° - 1300' 317° - 158° - 3000' Within 15 miles - 148° - 317° - 1660' 317° - 350° - 3500' 350° - 148° - 3000' Within 20 miles - 180° - 217° - 3000' 217° - 255° - 2000' 255° - 310° - 1660' 310° - 342° - 3500' 342° - 144° - 3000' 144° - 180° - 2000' Within 25 miles - 171° - 268° - 3200' 268° - 301° - 1660' 301° - 342° - 4000' 342° - 121° - 3000' 121° - 144° - 3600' 144° - 171° - 2000'	28 L/R & 19 L/R	C-dn			500-1	600-1.5	For Runways 28 L/R, climb to 3000' on NW crs of San Francisco LF range within 25 miles. For runways 19 L/R, turn left and home on SFO LOM climbing to 2000'.
		All runways	T-dn A-dn			300-1 800-2	300-1 800-2	
WASHINGTON, D.C. National Airport 16 Effective date: 6/20/54	1500' in E, W & S quadrants and 1800' in N quadrant of Washington LFR within 25 miles. 2500' in all quadrants within 40 miles exclusive of Danger and Prohibited areas.	All 36 All All	T-dn S-dn C-dn A-dn	300-1 400-0.75 600-1 800-2	300-1 400-0.75 600-1.5 800-2			Make a climbing left turn as soon as practical and climb to 1800' or a higher altitude when requested by ATC) on NW crs of Washington LFR to Herndon Int. Caution: Circling minimums do not provide standard clearance over monument 1.8 miles N of airport.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-18-54)

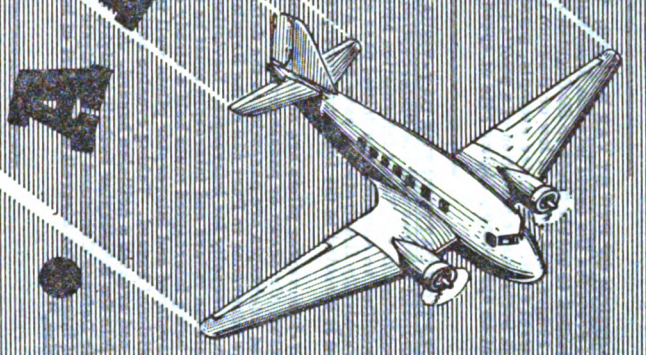
CUMULUS CLOUD FLYING ACTIVITY



During the period from 20 May 1954 until 1 September 1954 the Air Force will be conducting research missions in the areas described on this chart. These activities are being conducted off airways and in areas not designated as controlled areas, and in accordance with CAA Air Traffic Rules. These research flights pertain to the investigation of cumulus clouds and will be flown only in the areas where these conditions exist. Although the research aircraft will be equipped with radar and will be monitored by ground radar to insure safety to air traffic, all aircraft flying in these areas during the periods of cumulus conditions and at altitudes between 6000 feet and 25,000 feet are urged to be extremely cautious and to avoid penetrations of building cumulus when and wherever possible.

SPECIAL NOTICE
PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS. See Page 2.

AIRMAN'S GUIDE



SPECIAL NOTICE
Change in ATC Holding Clearance Phraseology. See page 4.

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 3.

NOTICES TO AIRMEN Page 2.

VOL. 9, NO. 8 ..... JUNE 29, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 88 of Airguide, Vol. 9, No. 1 (March 23, 1954).

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

"Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

"Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

"The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS: After June 14, during routine or emergency maintenance periods, which have been advertised in the usual manner, identification will be removed from certain Federal Airways System Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR & VAR), and L/MF ranges. This new policy relative to signaling pilots that maintenance work is in progress at these Navaids was set forth in Federal Airways All Regional Letter No. 268, dated May 14, 1954, entitled "Removal of Identification During Maintenance Periods." The removal of identification serves as an additional warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly. This procedure is not to be considered in any way as a substitution for the official NOTAM covering "maintenance shutdown" but instead, is an adjunct to same as outlined above.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

VOR RECEIVER CHECK SIGNALS: Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchel which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ±4° be indicated through use of the ground check or ±6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. Caution, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of June 28, 1954, check points or facilities have been established at the following airports (listed under city name):

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

GROUND

Aberdeen, S. Dak. (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Bowling Green, Ky., Bowling Green Warren Co.
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Carlsbad, N. Mex.
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell
Cheyenne, Wyo., Municipal
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona, Beach, Fla.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., (New)
Greensboro, N. C., Highpoint
Helena, Mont., Municipal
Houston, Texas, Municipal
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Laramie, Wyo., General Brees
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va., Municipal
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland-Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon-County
Myrtle Beach, S. C.
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles County
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal

GROUND (Cont'd)

Saint Petersburg, Fla., Pinellas County Intn'l
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Watertown, S. Dak.
Wheeling, W. Va., Wheeling-Ohio County
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB
(Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Anderson, S. C.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley Intn'l
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD - SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin

AIRBORNE (Cont'd)

Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., (New)
Goodland, Kansas
Grants, New Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla., Municipal
Hobbs, N. Mex., Lea County
Houston, Texas, Ellington AFB
(Houston VOR)
Hoquiam, Wash., Bowerman Fld
Knoxville, Tenn., McGhee-Tyson
La Junta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles Intn'l
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key
Midland, Texas, Air Terminal
Miles City, Mont.
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline Quad City
Monroe, La., Selman
Montgomery, Ala., Dannelly
Nashville, Tenn., Berry
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Palmdale-Los Angeles Co.
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound (Quitman VOR and
Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N. Y., Westchester Co.
Wilkes Barre, Pa., Wilkes-Barre Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz.

CHANGE IN ATC HOLDING CLEARANCE PHRASEOLOGY: Effective July 1, 1954, ATC will no longer use the term "nonstandard pattern" when issuing holding instructions to IFR flights. The standard elliptical holding pattern, as described in the Flight Information Manual, is made up of right-turns and is two minutes long. Any holding pattern becomes a nonstandard pattern if either or both of these two components are different. Clearances for holding in nonstandard patterns will contain a brief description of the nonstandard feature/s of the pattern. Absence of instructions regarding the direction of turns will mean that right-turns should be flown. Absence of instructions regarding the length of the pattern will mean that a two-minute pattern should be flown.

A clearance for holding in a right-turn, one-minute pattern will only contain the length of pattern, i.e., "ONE-MINUTE PATTERN".

A clearance for holding in a left-turn, two-minute pattern will only contain the direction of turns, i. e., "LEFT-TURNS".

A clearance for holding in a left-turn, one-minute pattern will contain both the direction of turns and length of pattern, i. e., "LEFT-TURNS, ONE-MINUTE PATTERN".

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

CGD	Camp Gordon, Ga., AAF (assignment)
GEV	Gardena, Calif., Gardena - Valley Airport (deletion)
HQM	Hoquiam, Wash., Bowerman Airport (Name change)
ILA	Williams, Calif., Williams Intermediate Field (deletion)
LYM	Liberty, N. Y., Grossingers Airport (assignment)
MKW	Mackinaw City, Mich., REP (deletion)
ZET	Guam, Marianas Islands, Talofofo Radiobeacon (name change)
ET	Entrance, B. C. (assignment)
GK	Grace Lake, Nfld. (deletion)
HS	Havre St. Pierre, Que. (deletion)
IS	Campania Island, B. C. (assignment)
PJ	Pointe St. Peter, Que. (deletion)
KTIK	Oklahoma City, Okla., Tinker AFB (International use)

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective July 6, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2 is amended to read in part:		
Hamel, Minn. (FM)	Minneapolis, Minn. (LFR) (SE-bound only)	2,500
(2) Green Civil Airway No. 4 is amended to read in part:		
Danville (INT), Kans.	Wichita, Kans. (LFR)	2,800
Wichita, Kans. (LFR)	Cassoday (INT), Kans.	2,800
Cassoday (INT), Kans.	Centropolis (INT), Kans.	3,000
Centropolis (INT), Kans.	De Soto (INT), Kans.	2,300
De Soto (INT), Kans.	Kansas City, Mo. (LFR)	2,200
(3) Green Civil Airway No. 5 is amended to read in part:		
*Salt Flat, Texas (LFR)	Wink, Texas (LFR)	10,000
*8,900' - Minimum crossing altitude at Salt Flat (LFR), E-bound		
(4) Green Civil Airway No. 6 is amended to read in part:		
New Orleans, La. (LFR)	Bay Minette, Ala. (LF/RBN)	1,400
Bay Minette, Ala. (LF/RBN)	Maxwell AFB, Ala. (LFR)	1,500
(5) Amber Civil Airway No. 4 is amended to read in part:		
Kansas City, Mo. (LFR)	Glenwood (INT), Nebr.	2,500
(6) Red Civil Airway No. 11 is amended to eliminate:		
Wood River (INT), Ill.	Evansville, Ind. (LFR)	2,000
Evansville, Ind. (LFR)	Louisville, Ky. (LFR)	2,100
*Dunkirk, N. Y. (LF/RBN)	Dansville, N. Y. (LF/RBN)	4,000
*3,000' - Minimum crossing altitude at Dunkirk (LF/RBN), E-bound		
(7) Red Civil Airway No. 11 is amended by adding:		
Int. S crs Indianapolis, Ind. (LFR) & W crs Louisville, Ky. (LFR)	Louisville, Ky. (LFR)	2,100
Erie, Pa. (LFR)	Bradford, Pa. (LF/RBN)	4,000
Bradford, Pa. (LF/RBN)	Elmira, N. Y. (LFR)	4,500
(8) Red Civil Airway No. 12 is amended to eliminate:		
Liberty, Mo. (LF/RBN)	Kirksville, Mo. (LFR)	2,300
Kirksville, Mo. (LFR)	Burlington, Iowa (LFR)	2,000
Burlington, Iowa (LFR)	Monmouth (INT), Ill.	2,000
Monmouth (INT), Ill.	Bradford (INT), Ill.	2,100
Bradford (INT), Ill.	Joliet, Ill. (LFR)	2,000
(9) Red Civil Airway No. 12 is amended by adding:		
Int. N. crs Peoria, Ill. (LFR) & SW crs Joliet, Ill. (LFR)	Joliet, Ill. (LFR)	2,000
(10) Red Civil Airway No. 30 is amended to read in part:		
New Orleans, La. (LFR)	Keesler AFB, Biloxi, Miss. (LFR)	1,400
Keesler AFB, Biloxi, Miss. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
(11) Red Civil Airway No. 31 is amended to eliminate:		
Huron, S. Dak. (LFR)	Watertown, S. Dak. (LFR)	3,000
Watertown, S. Dak. (LFR)	Willmar, Minn. (LFR)	3,000
Willmar, Minn. (LFR)	Hamel (INT), Minn.	2,300
(12) Blue Civil Airway No. 35 is amended to read in part:		
Forbes AFB, Kans. (LFR)	Int. NE crs Forbes AFB, Kans. (LFR) & NW crs Kansas City, Mo. (LFR)	2,400
Cassoday (INT), Kans.	Forbes, Kans. (LFR)	3,000
(13) Red Civil Airway No. 46 is amended to eliminate:		
Aberdeen, S. Dak. (LFR)	Watertown, S. Dak. (LFR)	3,000
Ellendale (INT), Minn.	Rochester, Minn. (LFR)	2,800
(14) Red Civil Airway No. 51 is amended to eliminate:		
Erie, Pa. (LFR)	Bradford, Pa. (LF/RBN)	4,000
Bradford, Pa. (LF/RBN)	Elmira, N. Y. (LFR)	4,500
(15) Red Civil Airway No. 55 is amended to eliminate:		
Burlington, Iowa (LFR)	Peoria, Ill. (LFR)	2,000
Peoria, Ill. (LFR)	Pontiac (INT), Ill.	2,000
(16) Red Civil Airway No. 89 is amended to eliminate:		
St. Joseph, Mo. (LFR)	Cameron (INT), Mo.	2,800
Cameron (INT), Mo.	Bedford (INT), Mo.	2,400
Kirksville, Mo. (LFR)	Quincy, Ill. (LF/RBN)	2,500
(17) Red Civil Airway No. 89 is amended by adding:		
Peoria, Ill. (LFR)	Pontiac (INT), Ill.	2,000
(18) Red Civil Airway No. 91 is added to read:		
*Dunkirk, N. Y. (LF/RBN)	Dansville, N. Y. (LF/RBN)	4,000
*3,000' - Minimum crossing altitude at Dunkirk (LF/RBN), E-bound		
Dansville, N. Y. (LF/RBN)	Waterloo (INT), N. Y.	4,000
Waterloo (INT), N. Y.	Syracuse, N. Y. (LFR)	2,000
(19) Blue Civil Airway No. 3 is amended to eliminate:		
Muscle Shoals, Ala. (LFR)	Nashville, Tenn. (LFR)	2,500
Nashville, Tenn. (LFR)	Evansville, Ind. (LFR)	2,000
Evansville, Ind. (LFR)	Terre Haute, Ind. (LFR)	1,900
Terre Haute, Ind. (LFR)	Clinton (INT), Ind.	1,900
Clinton (INT), Ind.	Veedersburg (INT), Ind.	2,000
Veedersburg (INT), Ind.	Lafayette, Ind. (LFR)	1,800
(20) Blue Civil Airway No. 3 is amended by adding:		
Muscle Shoals, Ala. (LFR)	Fairview (INT), Tenn.	2,500
(21) Blue Civil Airway No. 11 is amended by adding:		
Findlay, Ohio (LF/RBN)	Alvada (INT), Ohio	2,100
Alvada (INT), Ohio	Cleveland, Ohio (LFR)	2,000
(22) Blue Civil Airway No. 11 is amended to eliminate:		
Int. S crs Selfridge, Mich. (LFR) & E crs Toledo, Ohio (LFR)	South Bass (INT), Ohio	1,900
(23) Blue Civil Airway No. 13 is amended to eliminate:		
Mason City, Iowa (LF/RBN)	Ellendale (INT), Minn.	2,800
Ellendale (INT), Minn.	Stanton, Minn. (LF/RBN)	2,500
(24) Blue Civil Airway No. 15 is amended by adding:		
Akron, Ohio (LFR)	Hubbard, Ohio (LF/RBN)	3,000
(25) Blue Civil Airway No. 44 is amended to eliminate:		
Paducah, Ky. (LFR)	Evansville, Ind. (LFR)	2,000
Evansville, Ind. (LFR)	Scotland, Ind. (VAR)	2,000
Scotland, Ind. (VAR)	Indianapolis, Ind. (LFR)	2,000
(26) Blue Civil Airway No. 58 is amended to eliminate:		
Sioux Falls, S. Dak. (LFR)	Watertown, S. Dak. (LFR)	3,000
(27) Blue Civil Airway No. 69 is amended to eliminate:		
Quincy, Ill. (LF/RBN)	Int. 323° true brg from Quincy, Ill. (LF/RBN) & SW crs Burlington, Iowa (LFR)	2,600
Int. 323° true brg from Quincy, Ill. (LF/RBN) & SW crs Burlington, Iowa (LFR)	Ottumwa, Iowa (LFR)	2,000
Ottumwa, Iowa (LFR)	Des Moines, Iowa (LFR)	2,200

MINIMUM EN ROUTE IFR ALTITUDES (Continued):

From	To	Min. Alt.
(28) Blue Civil Airway No. 79 is amended to eliminate:		
Burlington, Iowa (LFR)	Int. N crs Burlington, Iowa (LFR) & W crs Moline, Ill. (LFR)	2,000
(29) Blue Civil Airway No. 82 is amended to eliminate:		
Lebo, Kans. (LFR)	Forbes AFB, Kans. (LFR)	2,300
(30) Direct Routes - United States is amended to eliminate:		
Burlington, Iowa (LFR)	Moline, Ill. (LFR)	2,100
Burlington, Iowa (LFR)	Quincy, Ill. (LF/RBN)	2,600
De Soto (INT), Kans.	St. Joseph, Mo. (LFR)	2,400
Dodge City, Kans. (LF/RBN)	Hutchinson, Kans. (LFR)	3,700
Garden City, Kans. (LFR)	Dodge City, Kans. (LF/RBN)	4,000
Grand Island, Nebr. (LFR)	Int. S crs Lincoln, Nebr. (LFR) & direct line between Grand Island, Nebr. (LFR) & St. Joseph, Mo. (LFR)	3,200
Lincoln, Nebr. (LFR)	Int. S crs Lincoln, Nebr. (LFR) & direct line between Grand Island, Nebr. (LFR) & St. Joseph, Mo. (LFR)	2,700
Int. S crs Lincoln, Nebr. (LFR) & direct line between Grand Island, Nebr. (LFR) & St. Joseph, Mo. (LFR)	St. Joseph, Mo. (LFR)	2,700
St. Joseph, Mo. (LFR)	Liberty, Mo. (LF/RBN)	2,400
Sioux City, Iowa (LFR)	Mason City, Iowa (LF/RBN)	2,800
Farley, Kans. (LF/RBN)	St. Joseph, Mo. (LFR)	2,400
Colorado Springs, Colo. (LFR)	Goodland, Kans. (LF/RBN)	8,000
Bair (INT), Mo.	Kansas City, Kans. (ILS lclzr) (Southbound)	2,500
New Orleans, La. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
New Orleans, La. (LFR)	Keesler AFB-Biloxi, Miss. (LFR)	1,400
Keesler AFB-Biloxi, Miss. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
(31) Direct Routes - United States is amended by adding:		
Farley, Mo. (LF/RBN)	St. Joseph, Mo. (ILS/LOM)	2,400
Kansas City, Mo. (ILS/LOM)	*Plattsburg (INT), Mo. (Via Kansas City ILS lclzr crs) Northbound	4,500
	Southbound	2,500
*4,500' - Minimum reception altitude at Kansas City ILS lclzr course at Plattsburgh (INT)		
White Water (INT), Kans.	Towanda, Kans. (LF/RBN) (Southbound only)	2,800
*DeGraff (INT), Kans.	Towanda, Kans. (LF/RBN) (Westbound only)	2,800
*4,800' - Minimum reception altitude		
(32) Direct Routes - United States is amended to read in part:		
Forbes AFB, Kans. (LFR)	Topeka, Kans. (LF/RBN)	3,000
(33) VOR Civil Airway No. 4 is amended to read in part:		
Charleston, W. Va. (VOR) Via S alternate	Elkins, W. Va. (VOR) Via S alternate	5,000
Charleston, W. Va. (VOR) Via N alternate	Walnut Grove (INT), W. Va. Via N alternate	*4,000
*3000' - Minimum terrain clearance altitude		
Walnut Grove (INT), W. Va. Via N alternate	Elkins, W. Va. (VOR) Via N alternate	5,000
Charleston, W. Va. (VOR)	Ivydale (INT), W. Va.	3,000
Ivydale (INT), W. Va.	Flat Woods (INT), W. Va.	4,000
Flat Woods (INT), W. Va.	Elkins, W. Va. (VOR)	5,000
Louisville, Ky. (VOR) Direct or S alternate	Lexington, Ky. (VOR) Direct or S alternate	2,200
Via N alternate	Via N alternate	2,300
(34) VOR Civil Airway No. 10 is amended to read in part:		
Dodge City, Kans. (VOR) Via N alternate	*Great Bend (INT), Kans. Via N alternate	**4,500
*4,500' - Minimum reception altitude		
**3,600' - Minimum terrain clearance altitude		
*Great Bend (INT), Kans. Via N alternate	Hutchinson, Kans. (VOR) Via N alternate	**4,000
*4,500' - Minimum reception altitude		
**3,200' - Minimum terrain clearance altitude		
Hutchinson, Kans. (VOR)	Florence (INT), Kans.	3,300
Florence (INT), Kans.	Emporia, Kans. (VOR)	3,000
(34) VOR Civil Airway No. 10 is amended to read in part (Continued):		
Hutchinson, Kans. (VOR) Via N alternate	Emporia, Kans. (VOR) Via N alternate	3,300
(35) VOR Civil Airway No. 12 is amended to read in part:		
Anthony, Kans. (VOR) Via S alternate	Wichita, Kans. (VOR) Via S alternate	2,900 2,500
Via N alternate	Via N alternate	2,900
Wichita, Kans. (VOR)	*DeGraff (INT), Kans.	3,000
*De Graff (INT), Kans.	Emporia, Kans. (VOR)	3,000
*4,800' - Minimum reception altitude		
Wichita, Kans. (VOR) Via N alternate	Emporia, Kans. (VOR) Via N alternate	3,000
(36) VOR Civil Airway No. 13 is amended to read in part:		
Kansas City, Mo. (VOR) Via E alternate	*Jameson (INT), Mo. Via E alternate	**2,900
*Jameson (INT), Mo. Via E alternate	Lamoni, Iowa (VOR) Via E alternate	**2,900
*3,000' - Minimum reception altitude		
**2,400' - Minimum terrain clearance altitude		
Kansas City, Mo. (VOR)	Lamoni, Iowa (VOR)	2,400
(37) VOR Civil Airway No. 14 is amended to read in part:		
Oklahoma City, Okla. (VOR) Via S alternate	*Okemah (INT), Okla. Via S alternate	**4,600
*4,600' - Minimum reception altitude		
**2,700' - Minimum terrain clearance altitude		
Okemah (INT), Okla. Via S alternate	Tulsa, Okla. (VOR) Via S alternate	*3,000
*2,400' - Minimum terrain clearance altitude		
Gardner, Mass. (VOR)	Natick (INT), Mass.	3,000
Natick (INT), Mass.	Dedham (INT), Mass.	2,000
Dedham (INT), Mass.	Boston, Mass. (VOR)	1,800
(38) VOR Civil Airway No. 15 is amended to read in part:		
Dallas, Texas (VOR) Via W alternate	Little Elm (INT), Texas Via W alternate	2,000
Little Elm (INT), Texas Via W alternate	*Sanger (INT), Texas Via W alternate	**2,400
*2,700' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
Sanger (INT), Texas Via W alternate	Ardmore, Okla. (VOR) Via W alternate	*2,400
*2,200' - Minimum terrain clearance altitude		
Kansas City, Mo. (VOR)	St. Joseph, Mo. (VOR)	2,800
St. Joseph, Mo. (VOR) Via E alternate	Plattsburg (INT), Mo. Via E alternate	2,800
Plattsburg (INT), Mo. Via E alternate	Kansas City, Mo. (VOR) Via E alternate	2,400
(39) VOR Civil Airway No. 18 is amended by adding:		
Augusta, Ga. (VOR)	Charleston, S. C. (VOR)	*2,800
*1,500' - Minimum terrain clearance altitude		
(40) VOR Civil Airway No. 20 is amended by adding:		
Montgomery, Ala. (VOR)	LaGrange, Ga. (VOR)	2,900
(41) VOR Civil Airway No. 23 is amended by adding:		
Bellingham, Wash. (VOR)	*Vancouver, B. C. (LFR)	2,000
*For that airspace over U. S. territory		
(42) VOR Civil Airway No. 48 is amended to read in part:		
Burlington, Iowa (VOR)	Peoria (INT), Ill.	*4,500
*1,900' - Minimum terrain clearance altitude		
Peoria (INT), Ill.	Pontiac, Ill. (VOR)	2,200
(43) VOR Civil Airway No. 50 is amended by adding:		
St. Joseph, Mo. (VOR)	Santa Rosa (INT), Mo.	2,400
Santa Rosa (INT), Mo.	Kirksville, Mo. (VOR)	*3,000
*2,400' - Minimum terrain clearance altitude		
(44) VOR Civil Airway No. 50 is amended to read in part:		
Quincy, Ill. (VOR)	Peoria (INT), Ill.	*8,000
*2,000' - Minimum terrain clearance altitude		
(45) VOR Civil Airway No. 65 is added to read:		
Bonner Springs (INT), Kans.	St. Joseph, Mo. (VOR)	2,400
(46) VOR Civil Airway No. 73 is amended to read in part:		
Tulsa, Okla. (VOR)	*Cambridge (INT), Kans.	3,000
*3,000' - Minimum reception altitude		

MINIMUM EN ROUTE IFR ALTITUDES (Continued)

From	To	Min. Alt.
(46) VOR Civil Airway No. 73 is amended to read in part (Continued):		
*Cambridge (INT), Kans.	**Rock (INT), Kans.	3,000
*3,000' - Minimum reception altitude		
**4,000' - Minimum reception altitude		
*Rock (INT), Kans.	Wichita, Kans. (VOR)	3,000
*4,000' - Minimum reception altitude		
Tulsa, Okla. (VOR)	Wichita, Kans. (VOR)	
Via W alternate	Via W alternate	3,000
Wichita, Kans. (VOR)	Hutchinson, Kans. (VOR)	3,400
(47) VOR Civil Airway No. 74 is amended by adding:		
Anthony, Kans. (VOR)	Ponca City, Okla. (VOR)	2,500
(48) VOR Civil Airway No. 77 is amended to read in part:		
Wichita Falls, Texas (VOR)	Oklahoma City, Okla. (VOR)	*2,800
Via E alternate	Via E alternate	**2,800
*2,400' - Minimum terrain clearance altitude		
**2,500' - Minimum terrain clearance altitude		
Ponca City, Okla. (VOR)	Wichita, Kans. (VOR)	2,500
Via W alternate	Via W alternate	2,500
(49) VOR Civil Airway No. 89 is amended to read in part:		
Rapid City, S. Dak. (VOR)	Chardon, Nebr. (VOR)	
Direct or E alternate	Direct or E alternate	5,600
Via W alternate	Via W alternate	8,000
(50) VOR Civil Airway No. 108 is added to read:		
Charleston, W. Va. (VOR)	Hominy (INT), W. Va.	5,000
Hominy (INT), W. Va.	Montebello, Va. (VOR)	6,500
(51) VOR Civil Airway No. 114 is amended to read in part:		
Shreveport, La. (VOR)	Alexandria, La. (VOR)	*4,800
*1,700' - Minimum terrain clearance altitude		
(52) VOR Civil Airway No. 117 is amended by adding:		
Ardmore, Okla. (VOR)	Oklahoma City, Okla. (VOR)	2,700
Via E alternate	Via E alternate	*2,800
*2,700' - Minimum terrain clearance altitude		
(53) VOR Civil Airway No. 125 is amended to eliminate:		
Hutchinson, Kans. (VOR)	Russell, Kans. (VOR)	3,100
(54) VOR Civil Airway No. 128 is amended by adding:		
Charleston, W. Va. (VOR)	Pulaski, Va. (VOR)	6,000
(55) VOR Civil Airway No. 131 is amended to read in part:		
Ponca City, Okla. (VOR)	*Cambridge (INT), Kans.	2,500
*Cambridge (INT), Kans.	Emporia, Kans. (VOR)	**3,500
*3,000' - Minimum reception altitude		
**2,800' - Minimum terrain clearance altitude		
(56) VOR Civil Airway No. 132 is amended to read in part:		
Goodland, Kans. (VOR)	*Great Bend (INT), Kans.	**8,500
*4,500' - Minimum reception altitude		
**5,000' - Minimum terrain clearance altitude		
*Great Bend (INT), Kans.	Hutchinson, Kans. (VOR)	**4,000
*4,500' - Minimum reception altitude		
**3,200' - Minimum terrain clearance altitude		
(57) VOR Civil Airway No. 140 is amended by adding:		
Baltimore, Md. (VOR)	Port Deposit (INT), Md.	2,000
(58) VOR Civil Airway No. 148 is added to read:		
Int. 077° radial Akron, Colo. (VOR)		
& 225° radial Imperial, Nebr. (VOR)	Imperial, Nebr. (VOR)	5,600
Imperial, Nebr. (VOR)	North Platte, Nebr. (VOR)	4,500
(59) VOR Civil Airway No. 154 is added to read:		
Meridian, Miss. (VOR)	*Montgomery, Ala. (VOR)	*2,000
*1,500' - Minimum terrain clearance altitude		
(60) VOR Civil Airway No. 160 is added to read:		
Harrisburg, Pa. (VOR)	Wernersville (INT), Pa.	2,500

Effective July 20, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2 is amended to read in part:		
*Spokane, Wash. (LFR)	Mullan Pass, Mont. (LFR)	9,000
*6,200' - Minimum crossing altitude at Spokane (LFR), E-bound		
(2) Amber Civil Airway No. 8 is amended to eliminate:		
Bradley (INT), Calif.	Salinas, Calif. (LFR)	5,000
Salinas, Calif. (LFR)	Lightship (INT), Calif.	5,000
Lightship (INT), Calif.	Golden Gate (INT), Calif.	4,000
(3) Red Civil Airway No. 9 is amended to eliminate:		
Phoenix, Ariz. (LFR)	Winslow, Ariz. (LFR)	10,000
(4) Red Civil Airway No. 11 is amended to read in part:		
Claremore (INT), Okla.	Springfield, Mo. (LFR)	2,400
(5) Red Civil Airway No. 39 is amended to read in part:		
*Aniak, Alaska (LFR)	McGrath, Alaska (LFR)	5,800
*3,500' - Minimum crossing altitude at Aniak (LFR), NE-bound		
(6) Red Civil Airway No. 53 is amended to eliminate:		
Joplin, Mo. (LFR)	Halltown (INT), Mo.	2,500
(7) Red Civil Airway No. 58 is amended to eliminate:		
Salinas, Calif. (LFR)	Int. NE Salinas, Calif. (LFR) & NW crs Fresno, Calif. (LFR)	6,000
(8) Red Civil Airway No. 105 is amended to read in part:		
Chanute, Kans. (LFR)	Int. E crs Chanute, Kans. (LFR) & 336° radial Neosho, Mo. (VOR)	2,300
(9) Blue Civil Airway No. 7 is amended to eliminate:		
Hollister (INT), Calif.	Morgan Hill (INT), Calif.	6,000
(10) Blue Civil Airway No. 13 is amended to eliminate:		
Van Buren, Ark. (LF/RBN)	Neosho (INT), Mo.	3,000
Neosho (INT), Mo.	Joplin, Mo. (LFR)	2,500
Joplin, Mo. (LFR)	Belton (INT), Mo.	2,500
Belton (INT), Mo.	Kansas City, Mo. (LFR)	2,700
(11) Blue Civil Airway No. 54 is amended to eliminate:		
Salinas, Calif. (LFR)	Evergreen, Calif. (LF/RBN)	6,000
(12) Blue Civil Airway No. 60 is amended to eliminate:		
Saratoga (INT), Calif.	Moffett NAS, Calif.	5,000
(13) Blue Civil Airway No. 61 is amended to read in part:		
Springfield, Mo. (LFR)	Belton (INT), Mo.	2,500
Belton (INT), Mo.	Kansas City, Mo. (LFR)	2,700
(14) Direct Routes - United States is amended to read in part:		
Hutchinson, Kans. (LFR)	Wichita, Kans. (LFR)	3,400
(15) Direct Routes - United States is amended by adding:		
Wichita, Kans. (VOR)	Walton (INT), Kans.	3,400
(16) VOR Civil Airway No. 4 is amended to read in part:		
*Dacono (INT), Colo.	Denver, Colo. (VOR)	7,500
*8,000'- Minimum crossing altitude at Dacono (INT), NW-bound		
(17) VOR Civil Airway No. 17 is amended to read in part:		
Ft. Worth, Texas (VOR)	Forestburg (INT), Texas	2,100
Forestburg (INT), Texas	Bradley (INT), Okla.	*6,300
*2,600' - Minimum terrain clearance altitude		
Bradley (INT), Okla.	Oklahoma City, Okla. (VOR)	*2,600
*2,400' - Minimum terrain clearance altitude		

✓ CORRECTION TO AIRMAN'S GUIDE: Correct Airman's Guide, Volume 9, No. 6, dated June 6, 1954 as follows: Page 6, item 19. Delete Crawford Intersection.

Correct Airman's Guide, Volume 9, No. 7, dated June 15, 1954 as follows:

(1) Page 75. Item 11a - change caption to read "Red 105 Wichita to Neosho" and airway to read: "via Chanute, Kans. radio range station to intersection east course Chanute and a 344° true bearing from Neosho, Mo. VOR". Item 20 - Blue 62 to read: "From Detroit, Mich. radio range station via Flint, Mich. LOM, Saginaw, Mich. Rbn, Gladwin, Mich. Rbn to Traverse City radio range station."

(2) Page 76. Item 7 under Control Area - change heading to Red 105 Wichita to Neosho. Under Control Area Extensions - item 13 - change Joplin, Mo. extension to read: "That airspace within a 25 mile radius of the Joplin Airport." Under Control Zones, item 2 - add additional portion to Wichita Control Zone to read: "and within 2 miles either side of the 360° true radial of the Wichita VOR extending from the VOR to a point 10 miles north."

(3) Page 77. Delete Lakeland, Fla. omnirange as compulsory reporting point. No voice.

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: **Effective immediately unless otherwise shown.**

(1) NEW YORK - WASHINGTON - on VOR 140 from Baltimore to Port Deposit Intersection should be at the same geographical location as currently published on U. S. VOR RF-35, dated April 7, 1954.

(2) WASHINGTON - CINCINNATI - establish control boundary on the new airway between the Montebello, Va. VOR and Paynesville, W. Va. as 65 miles northeast of the Paynesville "HH" facility. Revise and establish control boundary on Red 37 as 55 miles northwest of

the Roanoke, Va. LFR station.

(3) CLEVELAND - CINCINNATI - Starting at a point on the northwest edge of Victor 14, 42 miles southwest of the Findlay, Ohio VOR station extending across Victor 14; thence to a point on the west edge of Victor 47W 38 miles southwest of the Findlay VOR station; thence east across Victor 47W and Victor 47 to a point on the northwest edge of Victor 88 north 28 miles southeast of the Findlay VOR station; thence east across Victor 88N, V38 and V88 to a point on the southeast edge of Victor 88 25 miles southwest of the Mansfield VOR station; thence across Victor 5 to a point on the southeast edge of Victor 5 25 miles south of the Mansfield VOR station; thence to a point on the southwest edge of Victor 133 18 miles SE of the Mansfield VOR station; thence along the southwest edge of Victor 133 to intersection with the southeast edge of Victor 43 (approximately 32 miles southeast of Mansfield VOR station); thence along the southeast edge of Victor 43 to intersection with the northeast edge of Victor 133 (approximately 32 miles southeast of Mansfield VOR station); thence to the present boundary on Blue 81 which remains as is.

(4) BOSTON - CLEVELAND - relocate on the new low frequency airway between Dansville and Syracuse to 25 miles southwest of the Syracuse LFR station.

(5) CLEVELAND - NEW YORK - relocate boundary on Victor 34 to the northwest edge of Victor 35 - Victor 31 (5 miles northwest of Trumansburg Intersection).

(6) Effective July 6 the MIAMI - JACKSONVILLE control area boundaries are located as follows: 18 miles N of Melbourne on Amber civil airway No. 7; 56 miles south of Daytona Beach VOR on VOR civil airway No. 3; at 30-00N latitude on control area 1150. Concurrently the Miami Flight Advisory Area Boundary will be changed as follows: From the junction of the New Orleans Oceanic Control Area at 26-30N to 15 miles south of Sanibel Intersection to 25 miles SE of Fort Myers to 25 miles SE of Labelle Intersection thence following the eastern boundary of the Tampa Ctl Area, northward to the Southern boundary of the Orlando Ctl Area; thence easterly along this boundary to the W boundary of Blue 19 civil arwy, thence northerly along the W bndry of Blue 19 civil arwy extended to 18 mi N of Melbourne; thence along the E boundary of Amber 7 civil arwy to 28-30N; thence easterly to the W boundary of Control area 1150; thence northerly to 30-00N; thence easterly to the western boundary of the Miami Oceanic Control Area. Remainder of Miami Flight Advisory area remains unchanged.

✓AERONAUTICAL CHART CORRECTION: Correct AL 365 RNG chart, dated May 14, 1954 at Salt Lake City, Utah by changing minimum altitude (25 mile) in northwest quadrant from 3500' to 9500'.

✓CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, and REPORTING POINT AMENDMENTS: Unless otherwise advised, the civil airway, control area, control area extension, control zone and reporting point alternations designated hereinafter are adopted to become effective 0001 EST July 20, 1954. However, in order to establish and realign the navigational facilities associated with such designations with a minimum of inconvenience to air traffic, it may be necessary to prescribe temporary designations during such period in the current Notices to Airmen. Therefore, beginning July 6, 1954, and until the effective date specified above, any person operating an aircraft along or near the controlled airspace affected by these alterations shall consult the current Notices to Airmen, available at all CAA communications stations, to determine whether any temporary designations are specified therein and comply with the applicable air traffic rules.

CIVIL AIRWAYS: (1) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is corrected by changing name of facility "Acomita, N. Mex. radio range station;" to read: "Grants, N. Mex. radio range station;"

(2) Red civil airway No. 1 is amended by changing caption to read: "(Portland, Oregon to Denver, Colo.)" and by deleting the last portion which reads: "From the Denver, Colo. rdo rng stn to the Goodland, Kans. non-directional rdo bcn excluding the portion which overlaps danger areas." (Note: due to decommissioning Goodland H 7/20/54).

(3) Blue civil airway No. 36 (Thurman, Colo. to Kimball, Nebr.) is amended by changing name of facility at Goodland, Kans. from "nondirectional radio beacon" to read: "Goodland, Kans. omnirange station".

(4) VOR civil airway No. 117 (Waco, Texas to Oklahoma City, Okla.) is revoked. (Note: redesignate as VOR 163, due to confusion with VOR 17).

(5) VOR civil airway No. 163 (Waco, Texas to Oklahoma City, Okla.) is added to read: "From the Waco, Texas omnirange station via the Mineral Wells, Texas omnirange station; Ardmore, Okla. omnirange station; intersection of the Ardmore omnirange 350° true and the Oklahoma City omnirange 137° true radials to the Oklahoma City, Okla. omnirng station, including an east alternate from the Ardmore omnirange station to the Oklahoma City omnirange station via the intersection of the Ardmore omnirange 011° true and the Oklahoma City omnirange 120° true radials."

CONTROL AREAS: (1) Red civil airway No. 1 is amended by changing the caption to read: "(Portland, Oregon to Denver, Colo.)"

(2) VOR civil airway No. 117 (Waco, Texas to Oklahoma City, Okla.) is revoked.

(3) VOR Civil airway No. 163 (Waco, Texas to Oklahoma City, Okla.) is added to read: "All of VOR civil airway No. 163 including an east alternate."

CONTROL AREA EXTENSIONS: (1) (Greenville, S. C.) (Greenville-Charlotte-Greensboro area) is amended by correcting last portion to read: "thence clockwise along the arc of a 30 mile radius circle centered on the Spartanburg, S. C. radio range to the northwest edge of Green civil airway No. 6, thence along the northwest edge of Green civil airway No. 6 to the arc of a 35 mile radius circle centered between the Winston-Salem and Greensboro, N. C. radio ranges at latitude 36°06'00", long. 80°01'30", thence clockwise along the arc of this 35 mile radius circle to the point of beginning."

(2) (Great Falls, Mont.) is amended to read: "That airspace within a 25 mile radius of the Great Falls omnirange station extending from the southern boundary of VOR civil airway No. 120 clockwise to the southeastern boundary of Amber civil airway No. 2, and the airspace within 5 miles either side of the northeast course of the Great Falls radio range extending from the radio range station to a point 30 miles northeast."

(3) (Portland, Oregon) is amended to read: "That airspace within a 30 mile radius of the Portland International Airport."

(4) (Seattle, Wash.) is amended to read: "That airspace within a 30 mile radius of the Seattle-Tacoma Intn'l Airport including the airspace southwest of Seattle bounded on the north and west by Blue civil airway No. 71, and on the east by Amber civil airway No. 1, excluding the portions which overlap Fort Lewis danger area (D-244) and Hood Canal caution area (C-243), and including the airspace southsouthwest of Seattle bounded on the east by Blue civil airway No. 71, on the south by lat. 46°35'00" and on the west by long. 123°03'00"."

(5) (Thermal, Calif.) is amended by changing name of facility "Thermal, Calif. radio range station" to read "Thermal, Calif. omnirange station" whereever it appears.

(6) (Monterey, Calif.) is amended by changing the words "VOR civil airway No. 27W" to read: "VOR civil airway No. 27" wherever they appear.

(7) (Colorado Springs, Colo.) is added to read: "That airspace lying east of Amber civil airway No. 3 within a 25 mile radius of Peterson Municipal Airport, Colorado Springs, Colo."

(8) (Twin Falls, Idaho) is added to read: "Within 5 miles either side of the 278° true radial of theTwin Falls omnirng extending from the omnirng station to a point 15 miles west."

(9) (Redmond, Oregon) is added to read: "Within 5 miles either side of the northwest course of the Redmond radio range extending from the radio range station to a point 17 miles northwest."

(10) (Miami, Fla. #1232) is amended to read: "An area bounded by a line on the eastern edge of Amber civil airway No. 7 at lat. 26°45'20", thence due east to the western boundary of the Nassau Oceanic Control Area, thence southerly along this boundary to lat. 24°40'00", long. 79°00'00", thence southwesterly to lat. 24°00'00", long. 80°25'00", thence due north to its intersection with the eastern edge of Amber civil airway No. 7, thence along the eastern edge of Amber civil airway No. 7 to lat. 26°45'20" point of beginning, excluding the portion below 1,000 feet which lies outside the continental limits of the United States and excluding the portion which overlaps relocated Warning Area (W-171)."

(11) (West Palm Beach, Fla. #1235) is revoked. (Note: the area previously included in Oceanic control area No. 1235 is now included in amended control area extension No. 1232).

CONTROL ZONES: (1) Kansas City, Mo. is amended by changing the portion which reads: "within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to the Linkville fan marker," to read: "within 2 miles either side of the north course of the Kansas City radio range extending from the radio range station to a point 10 miles north,"

(2) (Geneva, N. Y.) is added to read: "Within a 5 mile radius of Sampson Air Force Base, Geneva, N. Y., and within 2 miles either side of a line bear. 327° true extending from the Sampson AFB to a point 10 miles northwest of the Sampson AFB nondirectional radio beacon."

(3) (Great Falls, Mont.) is amended to read: "Within a 5 mile radius of Great Falls Mun. Arpt, within a 5 mile radius of Great Falls AFB, and within 2 miles either side of direct lines extending from the Great Falls ILS outer mrkr to the Great Falls Mun. Arpt and to the Great Falls AFB." (Note: ILS outer marker lctd at lat. 47°23'00", long. 111°22'00").

REPORTING POINTS: (1) Green civil airway No. 3 (San Francisco, Calif. to New York, N. Y.) is amended by deleting the following reporting point: "Donner Summit, Calif. radio range station;" (Note: The above deletes the Donner Summit H facility as a compulsory reporting point. This facility name was never changed in Federal Register and will be carried as shown above in order to delete from the Federal Register.)

(2) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended by deleting the following reporting point: "Acomita, N. Mex. radio range station;" (Note: The above deletes the Grants, N. Mex. range from Green 4 as a compulsory reporting point. The facility name was never changed in Federal Register and will be carried as shown above in order to delete from the Federal Register).

(3) Amber civil airway No. 3 (El Paso, Texas to Great Falls, Mont.) is amended by deleting the following reporting point: "the intsxn of the north course of the Cheyenne, Wyo. radio range and the northeast course of the Laramie, Wyo. radio range;" (Diamond intersection)

(4) Red civil airway No. 1 is amended by changing caption to read: "(Portland, Oregon to Denver, Colo.)" and by deleting the following reporting point: "Goodland, Kans. non-directional radio beacon."

(5) Red civil airway No. 2 (Butte, Mont. to Rapid City, S. Dak.) is amended by deleting the following reporting point: "Butte, Mont. radio range station;"

(6) Red civil airway No. 10 (Amarillo, Texas to Charleston, S. C.) is amended by deleting the following reporting point: "the intsxn of a line bearing 144° true from the Tuscaloosa, Ala. non-directional radio beacon and the southwest course of the Birmingham, Ala. radio range;" (Taylorville intersection).

Domestic VOR reporting points are amended by adding the following reporting points:

(1) Andrews intersection - intersection of the Baltimore, Md. omnirng 196° true and the Washington, D. C. terminal omnirng 140° true radials. (2) Lakeland, Fla. omnirange station.

Delete the following:

(3) Mt. Lola Intersection - intersection of the Reno, Nev. omnirng 268° true and the Sacramento, Calif. omnirng 040° true radials.

(4) Saratoga Intersection - intersection of the Salinas, Calif. omnirng 319° true and the San Francisco, Calif. omnirng 224° true radials.

(5) Acomita, N. Mex. omnirange station; Crazy Woman, Wyo. omnirange station; Wells, Nev. omnirange station; Fortuna, Calif. omnirange station; Pocatello, Idaho omnirange station; Wendover, Utah omnirange station; Dubois, Idaho omnirange station; Fort Bridger, Wyo. omnirange station; Cherokee, Wyo. omnirange station; Hanksville, Utah omnirange station; Point Reyes, Calif. omnirange station. (Note: Acomita name changed to Grants, N. Mex.; above revokes Grants VOR as compulsory reporting point. Will be carried as above in Federal Register inasmuch as name-change never corrected in Federal Register).

√ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established, redesignated or cancelled as indicated:

(1) ARNO INTERSECTION (VHF) - intersection of the Wink, Texas, 223° magnetic radial and the Culberson 078° magnetic radial.

(2) MERTZON INTERSECTION (VHF) - intersection of the San Angelo, Texas 242° magnetic radial and the Big Spring, Texas 134° magnetic radial.

(3) FALLIS INTERSECTION (VHF) - intersection of the Oklahoma City 051° magnetic radial and the Ponca City 171° magnetic radial.

(4) JASON INTERSECTION (LF) - intersection of the west course of the Bowling Green and the northwest course of the Nashville low frequency ranges.

(5) MESCAL INTERSECTION (VHF) - intersection of the 108° magnetic radial of the Tucson, Ariz. VOR and the 245° magnetic radial of the Cochise, Ariz. VOR.

(6) GOLD HILL INTERSECTION (VHF) - intersection of the 215° magnetic radial of the Medford, Oregon VOR and the west course of the Medford, Oregon LF range.

(7) ABARR INTERSECTION (VHF) - intersection of the 042° magnetic radial of the Thurman, Colo. VOR and the 111° magnetic radial of the Akron, Colo. VOR.

(8) SEE BEE INTERSECTION (VHF) - intersection of the 062° magnetic radial of the Denver, Colo. VOR and a 035° bearing from the compass locator of the Denver ILS.

(9) PERRIS INTERSECTION (VHF) - intersection of the 079° magnetic radial of the Long Beach, Calif. VOR and the south course of the Riverside, Calif. LF range.

(10) FONTANA INTERSECTION (VHF) - intersection of the 120° magnetic radial of the Palmdale, Calif. VOR and the 023° magnetic radial of the Ontario, Calif. VOR.

(11) LATHROP INTERSECTION - intersection of the 124° magnetic radial of the St. Joseph, Mo. omnirange and the 027° magnetic radial of the Kansas City, Mo. omnirange.

(12) FOLKSTON INTERSECTION - intersection of Jacksonville 323° magnetic and Brunswick 225° magnetic radials.

(13) CALLAHAN INTERSECTION - intersection of Jacksonville 308° magnetic and Brunswick 202° magnetic radials.

(14) GREENVILLE INTERSECTION - intersection of Tallahassee 088° magnetic and Valdosta 232° magnetic radials.

(15) CYPRESS INTERSECTION - intersection of Miami 315° magnetic and West Palm Beach 218° magnetic radials.

(16) HAMMOCK INTERSECTION - intersection of Miami 297° magnetic and West Palm Beach 218° magnetic radials.

(17) TAYLOR INTERSECTION - intersection of Jacksonville 272° magnetic and Brunswick 225° magnetic radials.

(18) GENOA INTERSECTION - intersection of Jacksonville 272° magnetic and Cross City 013° magnetic radials.

(19) HILLIARD INTERSECTION - intersection of Jacksonville 308° magnetic and Brunswick 225° magnetic radials.

(20) BELLE GLADE INTERSECTION - intersection of Miami 336° magnetic and Vero Beach 191° magnetic radials.

(21) TAMIAMI INTERSECTION - intersection of Miami 272° magnetic and Ft. Myers 131° magnetic radials.

(22) NEW RIVER INTERSECTION - intersection of Miami 336° magnetic and West Palm Beach 218° magnetic radials.

(23) MAYFIELD INTERSECTION (VOR) - intersection of the 317° magnetic radial of the Ponca City omnirange with the Anthony, Kans. 062° magnetic radial.

(24) WILMOT INTERSECTION - intersection Mansfield, Ohio VOR 103° magnetic radial with Akron, Ohio, LFR southwest course.

(25) MOORLAND INTERSECTION - intersection Mansfield, Ohio VOR 103° magnetic radial with a bearing from the Akron, Ohio LFR station direct to Columbus, Ohio LFR station.

(26) BROADWAY INTERSECTION (VHF) - intersection of south course Lubbock, Texas lclzr (168° magnetic) and Lubbock VOR 138° magnetic radial.

(27) REID INTERSECTION - intersection of northeast course Greensboro and northwest course Raleigh LF ranges.

(28) BAYNES INTERSECTION - intersection of northwest course of Raleigh LFR and 180° magnetic bearing from Danville radiobeacon.

(29) MONCURE INTERSECTION (VHF) - intersection of Raleigh southwest lclzr course (229° magnetic) and Raleigh VOR 258° magnetic radial.

(30) BAYNES INTERSECTION (VHF) - intersection of Raleigh 312° magnetic and Danville 212° magnetic radials.

(31) MURRAY INTERSECTION (VHF) - intersection of Greensboro 125° magnetic and Raleigh 202° magnetic radials.

(32) CROSBY INTERSECTION (VHF) - intersection of northeast course Houston lclzr (035° magnetic) or Houston VOR 035° radial and Beaumont 265° magnetic radial.

(33) BRISTOL INTERSECTION (Integrated) - intersection of northeast course Tri City LFR and Tri City VOR 344° magnetic radial.

(34) RADIO INTERSECTION (VHF) - intersection of Midland, Texas NE lclzr course (043° magnetic) and the Midland VOR 120° magnetic radial.

(35) JOHNSON INTERSECTION (VHF) - intersection of Midland, Texas 102° magnetic and Big Spring, Texas 210° magnetic radials.

(36) PENWELL INTERSECTION (VHF) - intersection of Midland 223° magnetic and the Wink 095° magnetic radials.

(37) MUSTANG INTERSECTION (VHF) - intersection of Midland 356° magnetic and Big Spring 260° magnetic radials.

(38) PIPE LINE INTERSECTION (VHF) - intersection of Midland 301° magnetic and Wink 054° magnetic radials.

(39) TANK FARM INTERSECTION (VHF) - intersection of the NE course of Midland lclzr (043° magnetic) and Midland VOR 080° magnetic radial.

(40) FT. OGLETHORPE INTERSECTION (VHF) - intersection of S course of Chattanooga lclzr (195° magnetic) and the Chattanooga VOR 280° magnetic radial.

(41) SIGNAL MOUNTAIN INTERSECTION (LF) intersection of the NW course of Chattanooga LFR and the 270° magnetic bearing from North Chattanooga MHW facility.

(42) WAVERLY INTERSECTION - intersection of the W course of Memphis, Tenn. lclzr (266° magnetic) and the 020° magnetic bearing from Bruins MHW facility.

(43) CLINT INTERSECTION (VHF) - intersection of El Paso 150° magnetic and the Hudspeth 260° magnetic radials.

(44) APALONA INTERSECTION - intersection of the 165° magnetic radial of Scotland, Ind. omnirange and the 268° magnetic radial of Louisville, Ky. omnirange.

(45) BRADLEY INTERSECTION (VHF) - intersection of the Lawton, Okla. VOR 055° magnetic radial and Victor Arwy 17 (Oklahoma City 165° magnetic radial).

(46) PORT DEPOSIT INTERSECTION - intersection Baltimore VOR 052° magnetic radial with Philadelphia LFR southwest course and/or Dover, Dela. VOR radial to this intsxn.

(47) WERNERSVILLE INTERSECTION - intersection Harrisburg, Pa. VOR direct radial to Reading, Pa. ILS outer mrkr with Allentown, Pa. VOR en route radial on Victor 39 to Lancaster, Pa.

(48) HOMINY INTERSECTION - intersection Charleston, W. Va. VOR direct radial to Montebello, Va. VOR with Elkins, W. Va. VOR 215° magnetic radial.

(49) BELLONA INTERSECTION - intersection of Rochester VOR en route radial to Binghamton VOR on Victor 34 with a direct bearing from the Dansville, N. Y. MH facility to the Syracuse LFR station.

(50) ROME INTERSECTION - intersection of the 072° magnetic radial of Anthony omnirange and the 156° magnetic radial of Wichita omnirange.

(51) FLORENCE INTERSECTION - intersection of the 035° mangetic radial of Wichita omnirange and the 250° magnetic radial of Emporia omnirange.

(52) CEDAR VALE INTERSECTION - intersection of the 128° magnetic radial of the Wichita omnirng and the 045° magnetic radial of the Ponca City omnirng.

(53) ROCK INTERSECTION - intersection of the 128° magnetic radial of the Wichita omnirange and the 066° magnetic radial of the Anthony omnirange.

(54) CAMBRIDGE INTERSECTION - intersection of the 128° magnetic radial of the Wichita omnirng and the 17° mangetic radial of the Ponca City omnirange.

(55) WALTON INTERSECTION - intersection of the 360° magnetic radial of Wichita omnirng and the 068° magnetic radial of Hutchinson omnirng.

(56) MT. LOLA INTERSECTION - intersection 250° magnetic radial Reno VOR and Sacramento 022° magnetic radial.

(57) SARATOGA INTERSECTION - intersection of the 207° magnetic radial San Francisco

VOR and the 302° magnetic radial of Salinas VOR.

(58) DIAMOND INTERSECTION - intersection of the 047° magnetic radial Laramie VOR and the 333° magnetic radial of Cheyenne VOR.

(59) HOLLISTER INTERSECTION - intersection NE course Salinas LF range and SE course Oakland LF range.

(60) Crazy Woman, Wyo. VOR range; Wells, Nev. VOR range; Grants, N. Mex. LF range; Grants, N. Mex. VOR range; Fortuna, Calif. VOR range; Butte, Mont. LF range; Pocatello, Idaho VOR range; Wendover, Utah VOR range; Dubois, Idaho VOR range; Ft. Bridger, Wyo. VOR range; Cherokee, Wyo. VOR range; Hanksville, Utah VOR range; Point Reyes, Calif. VOR range.

REDESIGNATIONS:

(61) ANNESS INTERSECTION - intersection of 216° magnetic radial of Wichita omnirng and the 147° magnetic radial of the Hutchinson omnirange.

(62) WHITE WATER INTERSECTION - intersection of the 035° magnetic radial of the Wichita omnirng and the 080° magnetic radial of the Hutchinson omnirange.

(63) DE GRAFF INTERSECTION - intersection of the 051° magnetic radial of the Wichita omnirange and the 145° magnetic radial of Salina omnirange.

(64) GROVELAND INTERSECTION - intersection of the 015° magnetic radial of the Hutchinson omnirange and the 330° magnetic radial of the Wichita omnirange.

(65) BELLONA INTERSECTION - intersection of the Rochester VOR en route radial to the Binghamton VOR with an Elmira VOR direct radial. (This is in addition to intsxn listed under designations).

(66) HALLTOWN INTERSECTION (LFR) - intersection SW course of Springfield, Mo. and the East course of Chanute, Kansas.

CANCELLATIONS:

(67) ELBING INTERSECTION - intersection 068° magnetic radial Hutchinson VOR and the back course Wichita ILS localizer .

(68) SLATE INTERSECTION - intersection 072° magnetic radial Anthony VOR and the 166° magnetic radial Wichita.

(69) HALSTEAD INTERSECTION - intersection of 330 mag radial of the Wichita, Kansas VOR and 080° magnetic radial of the Hutchinson, Kansas VOR.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established.

(1) SQUANTUM LFR - direction from holding point - SE; direction of turn - RIGHT on north side of SE crs; time - one minute.

(2) WAVERLY INTERSECTION - direction from holding point - W; direction of turn - RIGHT on S side of localizer crs; time - one minute. Min. alt. 1700'.

(3) HARRINGTON RANCH VHF - direction from holding point - W; direction of turn - LEFT on N side of El Paso 078° magnetic radial; Time - two minutes. Min. Alt. 10,000'.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month; making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chicago	Nashville	Cleveland Local
Cincinnati	New York	Kansas City Local
Cleveland	Tulsa	St. Louis Local
Des Moines	Boston Local	WAC 307
Huntington	Chicago Local	WAC 360

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Albany	6-18-54	Detroit	6-11-54	WAC 263	6-18-54
Boston	6-11-54	Milwaukee	6-8-54	WAC 265	6-18-54
Casper	6-21-54	WAC 193	6-18-54	JN 30	6-11-54
				DF 2	6-8-54

Instrument Flight Charts

released since June 7, 1954

AL 6 RNG	Akron Apt.	AL 27 ADF	Bush Field
AL 19 RNG-1	Amarillo Air Ter.	AL 50 ADF	Birmingham Apt.
AL 58 RNG	Logan Airport	AL 87 ADF	Peterson Field
AL 63 RNG	Bryan AFB	AL 94 ADF-1	Port Columbus Apt.
AL 89 RNG	Columbia Airport	AL 94 ADF-2	Port Columbus Apt.
AL 120 RNG	Dickinson Apt.	AL 144 ADF	Hector Airport
AL 144 RNG-1	Hector Airport	AL 178 ADF	Greensboro-High Pt.
AL 144 RNG-2	Hector Airport	AL 243 ADF	Macon (Cochran) Apt.
AL 145 RNG	Florence Apt.	AL 257 ADF	Miami Int'l Apt.
AL 243 RNG	Macon (Cochran)	AL 301 ADF-1	Will Rogers Fld.
AL 320 RNG	Phila. Int. Apt.	AL 301 ADF-2	Will Rogers Field.
AL 365 RNG	Salt Lake City Mun.	AL 460 ADF	Bradley Field
AL 421 RNG	Toledo Airport	AL 599 ADF	Danville Airport
AL 440 RNG	Walla Walla City Apt.	AL 638 ADF	Akron-Canton Airport
AL 442 RNG	Robins AFB	AL 652 ADF	Worcester Airport
AL 469 RNG	NAS Atlanta	AL 15 VOR	Allentown Airport
AL 484 RNG	Cut Bank Airport	AL 63 VOR	Bryan AFB
AL 521 RNG	Jefferson Co.Apt.	AL 140 VOR	Mahlon Sweet Airport
AL 528 RNG	North Phila. Apt.	AL 144 VOR	Hector Airport
AL 562 RNG	Dover AFB	AL 154 VOR	Page Field
AL 893 RNG	Truth or Consequences	AL 178 VOR	Greensboro-High Point
AL 50 ILS	Birmingham Apt.	AL 197 VOR	Ellington AFB
AL 87 ILS	Peterson Field	AL 219 VOR	LaCrosse Airport
AL 94 ILS-1	Port Columbus Apt.	AL 272 VOR	Dannelly Field
AL 144 ILS	Hector Airport	AL 282 VOR	Berry Field
AL 178 ILS	Greensboro-High Pt.	AL 518 VOR	Capital Airport
AL 206 ILS	Hawkins Airport	AL 604 VOR	Springfield Airport
AL 460 ILS	Bradley Field	AL 636 VOR	Muscogee County Airport
AL 638 ILS-1	Akron-Canton Apt.	AL 650 VOR	Wheeling-Ohio County
AL 638 ILS-2	Akron Canton Apt.	AL 893 VOR	Truth or Consequences
AL 890 ILS	Teterboro Airport	AL 905 VOR	Richards Field
AL 948 ILS	MacArthur Field	OP 669	Atlantic City Station
RF/VOR 3		AL 108 RNG	Patterson Field

RF 26, 26B

RF Terminal Area - Dallas-Ft. Worth, Detroit, Kansas City, Washington

RF-VOR Terminal Area - Dallas-Ft. Worth

RF U. S. Check List

NEW CHARTS

AL 58 ILS-2	Boston, Mass.	Logan Airport
AL 84 ILS-2	Cleveland, Ohio	Cleveland-Hopkins Airport
AL 94 ILS-2	Columbus, Ohio	Port Columbus Airport
AL 203 ILS-2	Indianapolis, Ind.	Indianapolis (Weir Cook) Airport
AL 224 ILS	Lansing, Michigan	Capital City Airport
AL 237 ILS-2	Los Angeles, Calif.	Los Angeles International Airport
AL 257 ILS-2	Miami, Fla.	Miami International Airport
AL 264 ILS-2	Minneapolis, Minn.	Minneapolis-St. Paul International Airport
AL 282 ILS-2	Nashville, Tenn.	Berry Field
AL 380 ILS	Savannah, Ga.	Travis (Chatham) Field
AL 620 ILS-2	Topeka, Kansas	Philip Billard Airport
AL 866 ILS-2	Fort Worth, Texas	Greater Fort Worth International Airport
AL 10 ADF	Albany, N. Y.	Albany Airport
AL 272 ADF	Montgomery, Ala.	Dannelly Field
AL 359 ADF	St. Joseph, Mo.	Rosecrans Memorial Airport
AL 380 ADF	Savannah, Ga.	Travis (Chatham) Field
AL 669 ADF	Atlantic City, N. J.	N.A.S. Atlantic City
AL 948 ADF	Islip, N. Y.	MacArthur Field
AL 94 VOR	Columbus, Ohio	Port Columbus Airport
AL 243 VOR	Macon, Ga.	Macon (Cochran) Airport
AL 659 VOR	Nantucket, Mass.	Nantucket Memorial Airport
AL 885 VOR	Twin Falls, Idaho	Twin Falls Airport (Joplin Field)
AL 972 VOR	Clinton, Iowa	Clinton Airport
OP 532	Huntington, W. Va.	Tri-State Airport
RF/VOR 5		

DISCONTINUED CHARTS

Note: The flight charts produced by the Coast and Geodetic Survey will be discontinued either upon expiration of stock or when due for scheduled printing. Note of discontinuance of a particular chart will be published in the DATES OF LATEST PRINTS as a reminder.

OBSOLETE CHARTS

AL 69 RNG	Burlington, Iowa	Burlington Airport
AL 217 RNG	Kirksville, Mo.	Kirksville Airport
AL 267 RNG	Mobile, Ala.	Bates Field
AL 268 RNG	Mobile, Ala.	Brookley AFB
AL 359 RNG	St. Joseph, Mo.	Rosecrans Memorial Airport
AL 441 RNG	Walnut Ridge, Ark.	Walnut Ridge Airport
AL 486 RNG	Douglas, Ariz.	Bisbee-Douglas International Airport
AL 513 RNG	Evansville, Ind.	Dress Memorial Airport
AL 527 RNG	Coeur d'Alene, Idaho	Coeur d'Alene Air Terminal
AL 71 RNG	Carlsbad, N. Mex.	Carlsbad Airport
AL 430 RNG	Tucson, Arizona	Tucson Airport
AL 429 RNG	Tucson, Arizona	Davis-Monthan AFB
AL 690 RNG	Fayetteville, N. C.	Grannis Field
AL 836 RNG	El Paso, Texas	Ascarate Park Lake
AL 118 RNG-2	Detroit, Michigan	Detroit City Airport
AL 220 RNG	West Lafayette, Ind.	Purdue University Airport
AL 444 RNG	Watertown, S. Dak.	Watertown Airport
AL 1522 RNG-2	Anchorage, Alaska	Merrill Field
AL 667 ADF	Mason City, Iowa	Mason City Airport
AL 875 ADF	Sidney, Nebr.	Sidney Airport
AL 915 ADF	Ottumwa, Iowa	Ottumwa Airport

✓ DANGER AREA DESIGNATIONS: The following Danger Area Amendments shall be effective as dated unless otherwise advised:

AMENDMENT NO. 82 TO PART 608 - DANGER AREAS
(June 25, 1954)

(1) In Section 608.58, the Casper, Wyo. area (D-253), published on July 16, 1949, in 14 F. R. 4297, is rescinded.

(2) In Section 608.58, a Casper, Wyo. area (D-461) is added to read: LOCATION: CASPER (D-461) (Casper Chart); DESCRIPTION: North boundary: lat. 43-04-00; South boundary: lat. 43-00-00; East boundary: long. 107-20-00; West boundary: long. 107-30-00; ALTITUDES: Surface to 16,000 feet MSL; TIME: As published in Notams; USING AGENCY: Wyoming National Guard.

AMENDMENT NO. 83 TO PART 608 - DANGER AREAS
(July 8, 1954)

(3) In Section 608.18, the Oak Hill, Fla. area (D-68), published on Feb. 8, 1952, in 17 F.R. 1207, is amended by changing the "Designated Altitudes" column to read: "Surface to unlimited."

(4) In Section 608.18, the Bostwick, Fla. area (D-166), published on July 16, 1949, in 14 F. R. 4289, is amended by changing the "Designated Altitudes" column to read: "Surface to unlimited."

(5) In Section 608.18, the Keystone, Fla. area (D-180) published on Sept. 1, 1949, in 14 F. R. 5426, is amended by changing the "Designated Altitudes" column to read: "Surface to unlimited."

(6) In Section 608.50, a Nashville, Tenn. area (D-459) is added to read: LOCATION: NASHVILLE (D-459) (Chattanooga Chart); DESCRIPTION: Beginning at lat. 35-32-10, long. 85-28-38; thence to lat. 35-32-10, long. 85-29-35; thence to lat. 35-36-06, long. 85-31-28; thence to lat. 35-36-06, long. 85-29-20; thence to lat. 35-32-10, long. 85-28-38, point of beginning; ALTITUDES: Surface to 8,000 feet MSL; TIME: Daylight hours only; USING AGENCY: Temco, Inc., Nashville, Tenn.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
• New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of course bends and roughness.

BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035°; 075° clockwise thru 175°; 195° clockwise thru 265° usable. Arpt apch course usable within 15 mi; other courses not usable due to roughness and bends. (4-23)

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. Caution tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness. Courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°; 255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

MONTGOMERY-RADIO: DME coverage 2000' MSL 50 mi 300° thru N to 130°. 1500' MSL 50 mi 230° thru W to 300°. 1500' MSL 40 mi 130° thru S to 230°. (5-20)

MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const. (3-16) Dips in E/W Rnwy 1500' from E end - caution. (6-14)

**PHENIX CITY ARPT: 386' (1020' MSL) rdo twr located 4 mi SW has been dismantled. (4-30)

**WILMER ARPT: Rdo twr located at lat. 30-49-11, long. 88-26-27 has been dismantled.

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

KINGMAN ARPT: Caution - intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PAYSON-RADIO: About July 6, MH fac will be perm discontd. (5-13)

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counterclockwise below 8000' and 100-060° counterclockwise below 12,000'. (1-21)

PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.

**TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage restricted at min terrain clearance alt by nearby mountainous terrain N, E and S. (8-28) June 14, LF rng shut down for indefinite period - relctn. About June 23, H fac with voice on 338 kc will be established at present lctn LF rng. Class: BHZ-DTV. (6-4) May 19, DME at VOR site flgt-checked and cmsnd. (6-22)

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000', all quads. (12-23) USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. (1-28) USAF UHF/DF inop 0800-0900 each Wed. (2-3)

ARIZONA: WINSLOW-RADIO: About July 6, MHW fac will be perm. discontd. (5-13)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.(3-10)

★TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends.(6-10) June 25, DME at VOR site flgt-checked and cmsnd. Coverage 1900', 50 mi 360-180° to 360°.

★WALNUT RIDGE-RADIO: VOR radials 290-320° and 120-150° have severe bends and course roughness. (4-14) June 25, DME at VOR site flgt-checked and cmsnd. Coverage more than 50 mi in all azimuths at min en route alt.

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

AUBURN ARPT: Equip on fld until Sept. 1. (5-18)

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 50 mi 150° thru 360° and 90°-150° at 6000' MSL; 50 mi 150°-165° at 4000' MSL; 45 mi 165°-188° at 7000' MSL; 30 mi 189°-200° at 6000' MSL; 45 mi 200°-220° at 6000' MSL; 50 mi 220°-293° at 9000' MSL; 30 mi 293°-310° at 9000' MSL; 40 mi 310°-327° at 9000' MSL.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: Effect. July 1, Canoga Park MHW fac. will oper as LOM, Freq: 272 kc. Ident: BU. Fan Mrkr will oper as unmonitored OM. Dist. from OM to apch end rnwy: 13.75 mi. (6-3)

CANOGA PARK-RADIO: Effect. July 1, H fac ident will be changed to BU and will oper as LOM on 272 kc. Concurrently FM will oper as unmonitored OM fac of Burbank ILS. Dist. from OM/LOM to apch end rnwy: 13.75 mc. (6-3)

CORNING ARPT: Strip unsafe - mud. (2-3)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

★FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) June 16, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 335°-350° at 3000'; 50 mi 350° thru N to 10° at 8000'; 50 mi 10°-30° at 9000'; 40 mi 30° thru E to 120° at 9000'; 40 mi 120° to 150° at 6500'; overwater coverage 150° thru S and W to 335° not checked. (6-16)

FRESNO-RADIO: DME coverage 50 mi as follows: 12,000' MSL 320° thru N and E to 105°; 3000' MSL 105° to 180°; 7000' MSL 180° to 240°; 3000' MSL 240° to 285°; 2000' MSL 285° to 320°. (5-27)

GASQUET ARPT: N side of strip clsd-const.

KING CITY ARPT: Rnwy lgts inoperative. (5-10)

★LONG BEACH-RADIO: June 16 BVOR decmsnd at present site and recmsnd at new site lctd at lat 33-47-01, long. 118-03-16, on Los Alamitos NAS. Relctd fac opers on same freq with same code and voice ident. Class: VORW. DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld N W of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)

★LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Radar Flgt Advisory Service is now available within the Los Angeles ARTC and Flgt Advisory Area as described in Airman's Guide, Volume 9, No. 7, dated June 15, 1954, page 3. (6-21)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)

CALIFORNIA: ★MOUNTAIN VIEW-MOFFETT FLD NAS-RADIO: Trans & rcvr 121.3 decmsnd.

NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14) DME coverage 50 mi 80° thru 120° at 6000' MSL; 50 mi 120° to 175° at 5000'; 50 mi 175° to 280° at 4000'; 40 mi 280° to 290° at 4000; 50 mi 290° to 305° at 4000'; 50 mi 305° to 340° at 6000'; 40 mi 340° to 350° at 6000'; 20 mi 350° thru N to 30° at 4000'; 30 mi 30° to 60° at 5000'; 40 mi 60° to 80° at 5000'. (6-3)

ONTARIO-RADIO: DME coverage 50 mi 0°-90° at 13,000'; 50 mi, 90°-135° at 9000'; 30 mi 135°-150° at 7000'; 20 mi 150°-200° at 7000'; 40 mi 200°-280° at 7000'; 50 mi 280°-300° at 9000'; 50 mi 300°-330° at 13,000'; 30 mi 330°-350° at 13,000'; 40 mi 350°-0° at 13,000' MSL.

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS-LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26)

★PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150 to 180° at 9,000' MSL. June 17, trans & rcvr 243.0 mc cmsnd.

★PASO ROBLES-RADIO: June 15, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 315° thru N to 45°, 7000'; 50 mi 45°-105°, 5000'; 50 mi 105°-125°, 6000; 50 mi 125°-190°, 5000'; 50 mi 190°-220°, 6000'; 40 mi 220°-235°, 6000'; 30 mi 235°-245°, 6000'; 40 mi 245°-270°, 6000'; 50 mi 270°-315°, 5000' MSL. (6-15)

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 360°-108°, 50 mi at 10,000'; 108°-180°, 50 mi at 4000'; 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000' MSL. (6-14)

★RIVERSIDE-MARCH AFB-RADIO: USAF VOR cmsnd. Freq: 113.4 mc. Ident: ROV.. Lctd at lat 33-46-34, long.117-11-48. Class: VORW. (6-23)

SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000'MSL from 245° to 260°. (6-1) DME coverage 50 mi 10° thru 100°, 9000'; 100° thru 165°, 2000'; 165° thru 235°, 4000'; 235° thru 300°, 5000'; 300° th ru 340°, 2000; 340° thru N to 10° danger area.

SACRAMENTO-MATHER AFB-RADIO: USAF UHF/DF cmsnd. Call: Homer. Freq: 305.4, mc. On training status. (6-18)

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable up to 15 mi. (5-20)

SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt. About July 6, LF rng will be perm discontd. (5-13) DME coverage at 7000' MSL 30 mi 20°-44°; 20 mi 44°-49°; 30 mi 49°-90°; 50 mi 90°-130°; 30 mi 130°-145°; 20 mi 145°-153°; 30 mi 153°-180°; 50 mi 180°-225°; 5000' MSL 50 mi 225°-300°; 7000' MSL 50 mi 300° thru N to 20°. (5-27)

SAN DIEGO-RADIO: VOR h as lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

★SAN FRANCISCO-RADIO: June 15, DME at VOR site cmsnd. Coverage 20 mi 10°-30°, 5000'; 30 mi 30°-85°, 7000'; 40 mi 85°-100°, 7000'; 50 mi 100°-120°, 7000'; 50 mi 120°-160°, 6000'; 30 mi 160°-180°, 5000'; 20 mi 180°-225°, 5000'; 30 mi 225°-265°, 5000'; 50 mi 265°-345°, 5000'; 40 mi 345°-010°, 4000' MSL. (6-15)

SAN FRANCISCO ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip on fld. A hump of 5" rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-36)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Caution - SE Half Rnwy 3-21 under const.

★SANTA BARBARA-RADIO: DME at VOR site flgt checked and cmsnd June 28. Coverage 325-30°, 30 mi at 9000'; 30-45°, 40 mi at 9000'; 45-80°, 50 mi at 9000'; 80-95°, 40 mi at 4000'; 95-110°, 50 mi at 4000'; 110-260°, not checked; 260-325°, 50 mi at 7000'.

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.

THERMAL-RADIO: About July 6, LF rng and Z mrkr will be perm discontd. (5-24)

**THERMAL ARPT: 160' temporarily lgtd rdo twr erected 4 mi N (180°T) at lat. 33-41-12; 116-09-34. (6-16)

UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alts. (6-23)

CALIFORNIA: VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) UHF/DF trng status only. (6-24)

**WILLIAMS-DALTON ARPT: (Airport Abandoned in error). This corrects Airgi Vol. 9, No. 7, dated June 15. Type: P. Elev: 68. Lat/long.: 39-09-30; 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg remarks to: P-line S. Use gravel strip wet wea. (10-8)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-19)

COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.

GRANBY ARPT: Closed. (9-23)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

PUEBLO ARPT-TOWER: Published freqs at Arpt #1 transferred to Arpt #2. (6-17)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (5-1)

HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000'-50 mi from 050° thru 090° to 180°; 2500'-50 mi from 180° to 270°; 3000'-40 mi from 270° to 285°; 3000'-50 mi from 285° to 320°; 3000'-40 mi from 320° to 360°; 2500'-40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: ★DOVER-RADIO: June 16, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt. (6-16)

GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90° 30 mi; 90° to 180° 25 mi; 180° to 265° 20 mi. (7-24)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG) logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.

FLORIDA: **CLEARWATER ARPT: 214' (265'MSL) lgtd rdo twr erected 5 mi NNE (15°T) at lat 28-03-24; long. 82-44-16. (6-12)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)

FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness. About July 6, LF rng will be realigned as follows: NW course from 157 to 170°; NE from 218 to 223°; SW from 38 to 43°; SE course remains as presently aligned. (6-3)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1)

**KEY WEST: Warning Area W-173 be amended as follows: Bounded on the N by Control Area 1230, on the W by Control Area 1228, on the S by Control Area 1231, and on the E by an arc 3 nautical mi off the Florida coastline. Alt: 21,000'MSL to unlimited. Time of Use: Sunset to sunrise. Activities Conducted: Airborne interception training. Using Agency: NAS, Key West, Fla. Effective Date: July 8, 1954. (6-8)

KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (4-5)

MIAMI: Flights thru D-169 prohibited below 25,000'-days.

FLORIDA: MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radials 087° from VOR flgt-checked for letdown purposes to Rnwy 9R. (10-30)

**MIAMI INTERNATIONAL ARPT: 159' lgtd water tank being erected 4 mi NNE (20°T) at lat 25-51-09; long. 80-15-36. (5-16) Approx 800' Rnwy 9L-27R and portion Taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' Abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.

ORLANDO ARPT: Rnwy 10R-28L clsoed all ngt operns. (9-4)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.

★PANAMA CITY-TYNDALL AFB-RADIO: USAF UHF/DF decmsnd. (6-15)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other course not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (6-25)

TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked.

**TARPON SPRINGS: 214' (231' MSL) rdo twr located 2 1/2 mi SE at lat 28-07-16; long. 82-44-24, being dismantled. (6-10)

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°.

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 177, 215, 342, 357°. Other courses not flgt-checked, use with caution.

WHITING: Effect. June 8, Caution Areas C-144 and C-145 be amended to exclude those portions overlapping redesignated Green Civil Arwy No. 6. (5-11)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)

ALBANY-TURNER AFB-RADIO: USAF UHF/DF avail. on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)

**ATLANTA: Effect. July 8, Caution Area C-113 rescinded. (6-8)

ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness - Caution. About Aug 3, Smyrna FM on NW course LF rng will be perm discontd. (6-25)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat. Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: Atlanta Arwy Sector has moderate to excessive roughness. (4-15)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

★LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14) June 25, DME at VOR site flgt-checked and cmsnd. Coverage 20-70°, 50 mi at 2000'; 70 thru E to 160°, 50 mi at 2400'; 160 thru S to 270°, 50 mi at 2000'; 270 thru N to 20°, 50 mi at 4000' MSL.

★MACON-RADIO: June 21, DME at VOR site flgt-checked and cmsnd. Usable dist at min en route alt 40 mi in all azimuths.

ROME-RADIO: LF rng operg as unmonitored fac. All use LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.

SANDERSVILLE-WASHINGTON COUNTY ARPT: Closed-construction. (3-15)

SAVANNAH-SCOTT ARPT: ESE/WNW strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

IDAHO: BURLEY-RADIO: VOR radials 130-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16)
CAYUSE CREEK USFS ARPT: Closed - const. (8-12)
**DUBOIS ARPT SITE 23, SLC-GTF: About July 15, beacon will be changed to 36'' double end, flashing alternately 6 clear and green fpm. (6-15)
MALAD CITY-RADIO: VOR usable dist 0-20° and 50-60°, 40 mi at 12,000'. (3-9)
**MALAD CITY ARPT: 24'' clear and green bcn, rotating 6 rpm in operation. (6-16)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24)
POCATELLO-PHILLIPS-ARPT-TOWER: Effect. July 1, hrs of opern will be 0800-1600.
**SPENCER BCN SITE 25, SLC-GTF: About July 15, bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 5 (dot dash dot). (6-15)
TWIN FALLS-RADIO: VOR radials 115 - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Rnwy 12-30 clsd - open trenches across end rnwy. (5-12)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)
CENTRALIA ARPT: N/S gravel strip under const - use caution. (1-21)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60 to 110° and to 45 mi clockwise from 110 to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000' MSL
**CHICAGO-MEIGS FLD: Effect. July 1, 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip. E side of rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
★CHICAGO-O'HARE INTNL FLD-TOWER: June 22, UHF/DF cmsnd. Freq 236.6 mc. FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar. (5-21)
**FLORA ARPT: Abandoned. (6-22)
LACON-MARSHALL COUNTY ARPT: Closed to trans acft - construction. (4-22)
✱MOLINE-RADIO: June 18, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt. (6-18)
✱SPRINGFIELD-RADIO: June 15, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt. (6-15)
SPRINGFIELD-CAPITAL ARPT: No military maintenance or serv fac by Air National Guard avail until July 1. (4-27)
**WOODSTOCK ARPT: Rgt tfc W. (6-15)
INDIANA: CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W strip clsd - const.
FT WAYNE-RADIO: June 1, DME at VOR site operg test basis until approx July 1. (6-1)
**FT WAYNE-BAER FLD: 454' rdo twr located 6 mi NW at lat 41-08-15, long 85-13-00; has been dismantled. (5-1) Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns, 1600' ext. not lgtd. (6-18)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 154' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME 2000' MSL coverage 50 mi, 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.
✱INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident IEX. Weir Cook VOhW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, mode C. (1-4) June 28, DME at VOR site cmsnd. Coverage 50 mi at min alt.
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi eng acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
LA FAYETTE-RADIO: About July 1, LF rng will be converted and operated as MHW, with same lctn and freq. (6-11)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S strip is fresh fill dirt.
★SCOTLAND-RADIO: June 21, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection to NE/SW Rwny - const. (5-26) NE/SW Rnwy clsd - const. (6-18)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long 91-11-04; W-long 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
✱DES MOINES-RADIO: June 21, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S strip closed. (4-9)
★IOWA CITY-RADIO: June 19, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt. (6-19)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
KANSAS: ANTHONY-RADIO: VOR has clockwise course errors up to .7° in excess of tolerance between azimuth angles 103° to 114°. (6-10) About July 6, rcvrs 121.5, 122.1, 126.7 and 135.9 mc will be shut down until approx July 13 - receiver relctn. (6-14)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Closed. (3-29)
COFFEYVILLE ARPT: Caution - const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: June 1, DME at VOR site operg test basis until approx July 1. (6-1)
GOODLAND-RADIO: Effect. July 20, BH fac, 353 kc, will be permanently discontd. (6-8)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft durg this period, controlled by twr. Military acft pat will be adjusted by twr to facilitate civil acft operns. Non radio equipped acft should fly standard tfc pat and observe twr for standard lgt gun signals. All tfc pats standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. (6-1) Caution using Rnwy 11-29, concrete section buckled along SW edge approx 3600' NW of SE end. (6-23)
HUTCHINSON-RADIO: VOR has counterclockwise course errors up to .8° in excess of tolerance from azimuth angles 336° to 346°. (3-30)
KANSAS CITY-FAIRFAX ARPT: Use caution in vcnty of jet acft blast. (4-13)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long 95-07-15.
RUSSELL-RADIO: June 1, DME at VOR site, channel 65, operg on test basis until approx July 1. (6-2)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd - use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-ALLEN ARPT: 949' lgtd (2026' MSL) lgtd TV twr erected 2.5 mi NNE (15°T) at lat 39-03-50, long 95-45-48. (4-27)

KANSAS: TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final apch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)
ULYSSES ARPT: All strip lgts inop. (4-29)
WICHITA-RADIO: About July 6, BVOR freq will be changed to 113.8 mc and relctd at lat 37-43-41, long. 97-27-11. Monitoring category will be (1). About Aug 2, DME will be cmsnd at new VOR site on Channel 58. (6-25)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext. 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or rng voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)
DANVILLE-GOODALL FLD: E end of field under construction. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
LOUISIANA: ★ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution. June 17, NW course LF rng realigned from 124° to 113°.
BATON ROUGE-RYAN ARPT: Taxiway between Rnwys 13-17 clsd. (4-6) 150' temp drilling structure erected 6 mi SW (225° T) at lat 30-28-23, long. 91-13-37. (12-22) Taxiway between W ramp and center intsxns of rnwys clsd. (5-10)
HAMMOND ARPT: Beacon inoperative. (5-25)
**LAKE CHARLES AFB: Coordinates to lgtd rdo twr erected 4 mi NE (55° T) corrected to lat 30-14-30, long. 93-05-12. (6-10)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°. (4-14)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
★NEW ORLEANS-RADIO: Trans & rcvr 126.7 mc relctd and cmsnd. (6-24)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250° T) at lat 29-48-18, long. 90-08-57. (1-5)
**QUEBEC-ARNESON ARPT: 310' (399' MSL) lgtd rdo twr erected 10 mi W (268° T) at lat 32-24-53, long. 91-29-16. (6-16)
**RAYNE ARPT: 310' (347' MSL) lgtd rdo twr erected 5 mi N (12° T) at lat 30-19-22, long. 92-15-51. (6-16)
★SHREVEPORT-RADIO: S course LF rng realigned from 339° to 352°. (6-18) June 25, DME at VOR site flgt-checked and cmsnd. Coverage 360° thru 180° to 360°, 50 mi at 1900' MSL.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) USAF VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clds ngts, land with caution days on E side of N/S Rnwy.
MAINE: ★AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt. Correct VOR lat 44-19-12, long. 69-47-50. (6-7)
**BANGOR: 200' twr lctd 2.5 mi ENE Dow AFB permanently dismantled. (6-16)
★BANGOR-RADIO: VOR radials usable dist clockwise 360° - 50°, 20 mi; 50° - 240°, 30 mi; 240° - 260°, 25 mi at min en route instr alt. June 13, DME at VOR site flgt-checked and cmsnd. Coverage 300-010°, 50 mi at 5000'; 010-235°, 50 mi at 2500'; 235-260°, 40 mi at 2500'; 260-300°, 50 mi at 2500' MSL.
BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (6-11)
MAINE: BREWER ARPT: N/S strip open, remainder of fld clsd due to thaw. (4-26)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150-240°, 40 mi; 290-30°, 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Caution - Rnwy 3-21, S Taxiway and Ramp clsd - const. (5-18)
WINTERPORT-FERNALD ARPT: Caution - hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips rug - land on central 25' section.
MARYLAND: BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)
★BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT-TOWER: June 22, ILS glide slope freq changed from 335.0 mc to 333.2 mc. FLD: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W taxiway and Rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi inbound headings 015-245° clockwise at 4500' MSL; 245-330° clockwise at 3500' MSL; 300-350° clockwise at 2000' MSL; 350-105° clockwise at 3000' MSL. (3-17)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
★SALISBURY-RADIO: June 19, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt. (6-19)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)
FLD: Rnwy 11-29 clsd - Monday thru Sat 1500-1800. (6-2)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12). Rnwys 4R-22L and 9-27 clsd daylgt hrs - pavement repairs. (5-27)
BOSTON-REVERE SEAPLANE BASE: Closed - const.
NANTUCKET-RADIO: DME shut down. (4-9)
NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing - July 18, Aug 22, September 19, October 24; - marker will be displayed. (5-4)
**SPRINGFIELD ARPT: ABANDONED. (6-4)
MICHIGAN: ALAMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld - days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**CHELSEA ARPT: TV RLA twr 6 mi S completely dismantled. (6-12)
DETROIT-RADIO: DME coverage at min en route alt 50 mi or more 290°-260° and 40 mi or more 260°-290°. (6-11)
DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
**DETROIT-HANCE ARPT: 280' TV twr located 8 mi SW at lat 42-15-40, long. 83-03-30, dismantled. (5-20)
DETROIT-SEAPLANE BASE: Hazardous boat operns exist adj to base particularly on week ends. All pilots use extreme caution.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern twr thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail. for lgt acft only. (5-24)

MICHIGAN: ★DETROIT-WILLOW RUN ARPT-TOWER: June 11, twr freq 126.18 mc changed to 137.88 mc. DME coverage 20 mi or more at min en route alt. (6-11) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

FLINT-RADIO: About July 6, BMH fac will be perm discontd. (6-17)

FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.

**GRAND RAPIDS-KENT COUNTY ARPT: 265' (1238' MSL) located 7 mi S at lat 42-47-47, long. 85-39-31 perm dismantled. (5-27) Trees on apchs to Rnwy 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi-interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 4000' in all quads. (3-15) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)

MUSKEGON-RADIO: June 18, DME at VOR site placed in opern until July 18. (6-25)

MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry.

★PULLMAN-RADIO: June 16, DME at VOR site figt-checked and cmsnd. Coverage at min en route alt 50 mi or more 306° clockwise to 40° and 172-265°; 40 mi or more 136° - 172° and 265°-306°; 30 mi or more 40°-136°. (6-16)

SALEM-RADIO: June 2, VAR shut down - conversion to VOR. (6-14)

SAULT STE MARIE-KINROSS AFB-RADIO: USAF VHF/DF avail. on req thru twr. (5-19)

WARREN ARPT: 1063' TV twr erected 4.0 mi SW (205° T) at lat 42-28-59, long. 83-12-20.

MINNESOTA: **BRAINERD ARPT: Bcn and lgts operated on prior req only. (6-24)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

★DULUTH ARPT-TOWER: June 15, trans & rcvr 126.18 mc decmsnd. (6-25) FLD: 3' sta stakes marking all rnwy and taxiway lgts. 584' (1828' MSL) lgtd twr erected 4.8 mi SE (135° T) at lat 46-47-20, long. 92-06-51.

**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)

FAIRMONT ARPT: Closed - constructions. (6-4)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

**THIEF RIVER FALLS ARPT: Bcn and lgts on req after 2400. (6-24)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution - N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

**COLUMBIA ARPT: 300' rdo twr located 25 mi SE dismantled June 15.

**CORINTH 7, MEM-TPA ARPT: 110' (461' MSL) lgtd rdo twr erected 3 mi E (87° T) at lat 34-55-00, long. 88-33-00. (6-16)

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

**LUCEDALE ARPT: Rdo twrs located at lat 30-50-26, long. 88-35-26 and lat 30-52-24, long. 88-43-56, have been dismantled. (6-11)

McCOMB-RADIO: DME coverage 50 mi 90° thru S to 270° at 1700' MSL; 50 mi 270° thru N to 90° at 2000' MSL. (6-7)

**McCOMB-PIKE COUNTY ARPT: ENE/WSW strip ruf-bndry lgts discontd. (6-21)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

MERIDIAN-KEY FLD-TOWER: Aug 26, ILS shut down until approx July 6 - relctn. (6-25)

**OXFORD ARPT: 310' (672' MSL) lgtd rdo twr erected 13 mi SSE (155° T) at lat 34-05-32, long. 89-26-40. (6-16)

VICKSBURG ARPT: Closed - construction.

**WIGGINS ARPT: Rdo twr located at lat 30-52-18, long. 89-08-59 has been dismantled. (6-11)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

JOPLIN-RADIO: Effect. July 6, LF rng and Z mrkr will be perm discontd. (4-16)

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-15) Effect. July 20, Linkville FM on NW course LF rng will be perm discontd. (6-8)

KANSAS CITY ARPT-TOWER: June 11, ASR shut down until approx July 23 - modification. FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portion of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution - men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operating vicinity. (4-20)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

★ST. LOUIS-LAMBERT FLD-TOWER: June 21, ASR cmsnd. Trans: 209, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 118.5, 119.5, 126.18, 257.8 mc. Does not gd 110.3 mc. Effect. July 1, arrival control will be provided. (6-28) FLD: Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00, long 90-23-00. (4-29)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

ST. LOUIS-SMART ARPT: Auto races Sundays.

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution - const. Use at own risk. (3-25)

MONTANA: BILLINGS-RADIO: VOR coverage 350°-80°, 50 mi 5000'; 80°-130°, 50 mi 8000'; 130-270°, 50 mi 9000'; 270°-350°, 50 mi 8000' MSL. (6-17)

BOZEMAN-RADIO: VOR and DME coverage from 330°-85°, 20 mi at 11,000'; 85-100°, 20 mi at 10,000'; 100-125°, 30 mi at 10,000'; 125-185°, 30 mi at 11,000'; 185-200°, 40 mi at 11,000'; 200-250°, 50 mi at 11,000'; 250-290°, 50 mi at 9000'; 290-330°, 50 mi at 11,000' MSL. (6-16)

**BOZEMAN PASS BCN SITE 9, HLN-TWIN CITIES: About July 13, beacon will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 9 (---). (6-15)

BUTTE-RADIO: DME coverage 9000' MSL 40 mi 310-352°; 10,500', 50 mi 352°-20°; 30 mi 20-80°; 50 mi 80°-118°; 11,000', 40 mi 118°-135°; 11,500', 50 mi 135°-157°; 11,000', 40 mi 157°-164°; 30 mi 164°-176°; 10,500', 20 mi 176°-176°-198°; 11,000', 30 mi 198°-220°; 40 mi 220°-248°; 30 mi 248°-264°; 40 mi 264°-317°. (5-15)

CANYON CREEK BCN SITE 18, HLN-TWIN CITIES: About July 15, bcn will be changed from 6 to 12 clear fpm. No change in course light characteristics. (6-15)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DELL ARPT SITE 28, SLC-GTF: About July 16, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

DILLON-RADIO: VOR radial 146° usable to 45 mi.

DILLON ARPT SITE 32, SLC-GTF: About July 20, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

DRUMMOND-RADIO: VOR and DME coverage from 320-55°, 20 mi - 55-70°, 30 mi and 70-110°, 40 mi at 9000'; 110-150°, 20 mi - 150-260°, 30 mi at 10,000'; 260-290°, 20 mi at 9000'; 290-320°, 30 mi at 10,000' MSL. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013° - 260° below 10,000'; 259°-012° below 7000'. (4-8)

HELENA-RADIO: VOR figt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

MONTANA: IRON ROD BCN SITE 34, SLC-GTF: About July 12, bcn will be changed from 6 to 12 clear fpm. No change in course light characteristics. (6-15)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR and DME coverage 320-15°, 20 mi at 11,000'; 15-85°, 50 mi at 9000'; 85-200°, 10 mi at 11,000'; 200-230°, 30 mi at 11,000'; 230-250°, 40 mi at 10,000'; 250-280°, 40 mi at 11,000'; 280-320°, 50 mi at 11,000 ' MSL. (6-16)
LODGE GRASS BCN SITE 34, CYS-GTF: About July 8, bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (. . . .) (6-15)
MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. VOR coverage 020-070°, 50 mi at 4300'; 070-220°, 50 mi at 6000'; 220-255°, 50 mi at 5000'; 255-285°, 60 mi at 8000'; 285-020°, 50 mi at 6000' MSL. (6-17)
MISSOULA-RADIO: VOR and DME coverage 355-40°, 20 mi at 11,000'; 40-70°, 30 mi at 11,000'; 70-110°, 20 mi at 9000'; 110-125°, 30 mi at 11,000'; 125-160°, 40 mi at 11,000'; 160-175°, 30 mi at 9000'; 175-195°, 20 mi at 9000'; 195-220°, 30 mi at 11,000'; 220-235°, 20 mi at 9000' 235-270°, 30 mi at 11,000'; 270-290°, 40 mi at 9000'; 290-355°, 30 mi at 11,000' MSL. (6-16)
MULLAN PASS-RADIO: DME and VOR coverage 50 mi 340° to 300° at 9000' MSL; 40 mi 300° to 340°, at 9000' MSL. (5-21) June 25, LF rng recmsnd as follows: 04 A 94 N 184 A 274 N. Class: BMRLZ. Will operate as locally monitored fac. Caution - E course has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35 mi which progresses outwards with distance. (6-25)
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)
★WHITEHALL-RADIO: June 22, DME at VOR site flgt-checked and cmsnd. VOR and DME coverage 300-360°, 30 mi at 10,500'; 360-47°, 30 mi at 11,000'; 47-70°, 40 mi at 11,000'; 70-96°, 40 mi at 9000'; 96-118°, 30 mi at 11,000'; 118-164°, 20 mi at 11,500'; 164-197°, 40 mi at 10,500'; 197-213°, 30 mi at 11,500'; 213-228°, 20 mi at 11,500'; 228-250°, 30 mi at 11,500'; 250-277°, 30 mi at 10,000'; 299-330°, 20 mi at 10,500' MSL. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
BEATRICE ARPT: E/W strip open days only for lgt acft.
CHADRON-RADIO: Effect. July 20, H fac, 206 kc, will be perm discontd. (6-8)
COLUMBUS ARPT: Caution - const. Use runways. (8-28)
★GRAND ISLAND-RADIO: June 21, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt.
**HASTINGS ARPT: 214' (2140' MSL) lgtd grain elevator being erected 3.9 mi ESE (110°T) at lat 40-35-10, long 98-21-10. (5-27)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA ARPT-TOWER: Soon, ILS lclzr and glide slope will be shut down for major maintenance. FLD: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin Bldg--twr under const. (6-11)
★OMAHA-OFFUTT AFB-RADIO: USAF UHF/DF cmsnd. Freq 305.4 mc. Call Offutt Radar Control. (6-24)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 12,000' MSL. 40 mi N to E; 30 mi E to 125°; 20 mi 125 to 170°; 40 mi 170 thru S to 240°; 20 mi 240 thru W to 300°; 50 mi 300° thru N. (5-7)
ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone Area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40 mi from 40 to 60° and 90 to 110° at 12,000' MSL. DME coverage 12,000', 35 mi 5-30°; 12,000', 40 mi 30-60°; 12,000', 30 mi 60 thru E to 160°; 10,000', 50 mi 160 thru S to 240°; 12,000', 40 mi 240° thru W and N to 5°. (5-6)
**MINDEN-DOUGLAS-TAHOE ARPT: Bcn and rnwy lgts no longer available. (6-23)
★MORMON MESA-RADIO: June 24, DME at VOR site flgt-checked and cmsnd. Coverage 350 thru N to 050°, 50 mi at 10,000'; 050-056°, 50 mi at 13,000'; 065-080°, 40 mi at 13,000'

NEVADA: 080-105°, 50 mi at 13,000'; 105-115°, 40 mi at 13,000'; 115-130°, 30 mi at 13,000'; 130-140°; 40 mi at 13,000', 140 thru S to 215°, 50 mi at 7000'; 215-270°, 50 mi at 12,000'; 270-280°, 40 mi at 12,000'; 280-340°, 30 mi at 12,000'; 340-350°, 50 mi at 12,000' MSL.
RENO-RADIO: VOR coverage is 35 mi 200°- 230° at 12,000' MSL; 40 mi 10° - 35° and 45° - 85° at 11,000' MSL. DME coverage 10,000' 50 mi 45 to 75°; 12,000', 30 mi 75° thru E to 110°; 13,000', 50 mi 110° to 180°; 13,000', 30 mi 180°-200°; 13,000', 20 mi 200°-240°; 11,000', 40 mi 240° thru W to 280°; 11,000' 50 mi 280°-350°; 12,000', 40 mi 350° thru N to 45°. (5-7)
RENO ARPT: Rnwy 3-21 clsd - parked acft. (12-18)
SOD HOUSE-RADIO: VOR coverage 35 mi from 50 to 80° at 12,000' MSL; 40 mi from 30 to 50° at 12,000' MSL. (7-30) DME coverage 10,000' MSL, 50 mi 345° thru N to 15°; 12,000', 30 mi 15° thru E to 160°; 10,000', 50 mi 160° thru S to 210°; 12,000', 30 mi 210-250°; 12,000', 40 mi 250° thru W to 345°. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord 800- or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capitol 5-6151 or acft in flgt call Concord Rdo.
CLAREMONT ARPT: Rnwy lgts and rotating bcn inoperative. (6-15)
CONCORD-RADIO: Terrain causes roughness in NW quad VOR.
CONCORD ARPT: Broken pavement on taxiways. (4-29)
NASHUA-BOIRE FLD: Caution banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed - construction. (4-14)

NEW JERSEY: ★ATLANTIC CITY-RADIO: Correct VAR lat 39-29-08, long 74-37-22. (6-14)
★ATLANTIC CITY NAS-RADIO: Correct LF rng lat 39-23-49, long 74-33-33. (6-14)
CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500' - 30 mi from 060° thru 180° to 270°; 4000' - 20 mi from 270° to 330°. VOR usable dist clockwise 200° to 60°, 25 mi; 60° to 200°, 30 mi at min en route instr alt. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
MILLVILIE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)
★NEWARK ARPT-TOWER: DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) June 17, trans & rcvr 257.8 mc cmsnd. FLD: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. 65' crane lctd 2000' W of centerline Rnwy 4-22 and 3500' S of centerline Rnwy 11-29 mrkd. (6-21) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)

NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Effect. July 1, Arpt name will be changed to Alamo-Midway Arpt. (6-25)

NEW MEXICO: **ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-23)
ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)
ALBUQUERQUE-KIRTLAND AFB: Rnwys 8-26 and 11-29 clsd-const. (4-17)
**ALBUQUERQUE-WEST MESA ARPT: 200' lgtd rdo twr erected 3 mi ENE (70°T) at lat 35-06-36, long. 106-40-08. (6-7)
★CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable below 7500' MSL all quads. (9-16) USAF UHF/DF cmsnd. Freq: 305.4 and 243.0 mc. Call: Homer. Hrs of opern: 0600-1800 daily, 30 min req other hrs. Unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 10,000' MSL 50 mi 216° thru 360° to 79°. Coverage in Mexico not checked. (5-22)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri thru Sept. 8, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: ALBANY-RADIO: DME 6000' MSL coverage 50 mi 340° clockwise 70°;5500' - 50 mi, 70° to 160°;5000' - 50 mi, 160° to 220°;4500' - 50 mi 220° to 280°;3000' - 50 mi 280° to 340°. 3000' MSL - coverage 50 mi on V-91 and B-18 at min instr alt. (4-29)
BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N/S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)
BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
DANSVILLE ARPT: July 3, fld closed to all acft 0900-1600, - July 4, fld clsd to all acft 1300-1800 - Air Show. Fld mrkd with large X during clsd periods. (5-21)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: VOR usable dist 20 mi at min en route alt 050° clockwise to 075°; 30 mi 075° to 050°. (5-29)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. DME shut down. (5-25) About July 12, J fac freq 224 kc will be changed to 317 kc. (6-22)
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs. Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S Rnwy-lnd to W. (6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const in progress daylgt hrs N of main ramp area from Taxiway B to C,-mrkd. Truck tfc from 150th St., along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised. (4-24) Men-equip adj Rnwy 4-22. (6-1)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-13) FLD: Closed to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min enroute instr alt.
POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
★SYRACUSE-RADIO: VOR usable dist clockwise 40 mi from 180° to 220° at min en route instr alt. (4-29) DME at VOR site flgt-checked and cmsnd June 28. Coverage 50 mi at min. instr alt.
★SYRACUSE-HANCOCK ARPT-TOWER: Dist from mrkrs to apch and ILS extended from 0.71 to 0.41 mi MM; from 4.4 to 4.1 mi OM. (6-28) FLD: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8)
★UTICA-RADIO: June 16, trans & rcvr 243.0 mc decmsnd.
WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: ASHEVILLE-RADIO: June 14, VAR converted to VOR, operg on test basis. Freq: 115.1 mc, without voice. Ident: AVL. Lctd at lat 35-24-25, long. 82-16-08.
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10) FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8) Closed July 10 from 1610 to 1635 - dedication exercises.
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
FORT BRAGG: Army acft exercise designated as Sky Drop Roman Two being conducted thru June 30. This involves extensive simulated IFR flights of helicopter and fixed wing acft operg below 5000' MSL. The area of opern is described as follows: Beginning at NW corner of Caution Area (C-396) lat 35-17-30, long. 79-15-00; W to lat 35-17-30, long. 80-15-00; SW to lat 34-30-00, long. 85-45-00; S to lat 34-04-00, long. 80-45-00; E to lat 34-05-00, long. 80-05-00; NE to lat 34-45-00, long. 79-15-00; N to point of beginning.
★GREENSBORO-RADIO: June 15, SW course LF rng realigned from 61° to 58°.
GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)

NORTH CAROLINA: HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)
LUMBERTON-RADIO: VOR operg on test-basis. (10-1) About July 20, VOR will be perm decmsnd. (6-7)
★RALEIGH-RADIO: June 24, DME at VOR site flgt-checked and cmsnd. Coverage 0-130°, 50 mi; 120-230°, 30 mi; 310-0°, 40 mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft.(5-28)
WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)
NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)
**FARGO-HECTOR FLD: 270' lgtd rdo twr lctd 6 mi SE and 207' lgtd rdo twr lctd 7 mi SSE completed. (6-21) Rdo test twr lctd 28 mi W at lat. 46-55-07; long. 97-24-23 dismantled. (5-3) Unlgtd 200' grain terminal (height now 100') under construction 4 mi SW. (6-23) Men-hvy equip on E and NE portion of arpt-crossing rnways occasionally. (5-25)
GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5-6 mi out on radial 240° at 4300' MSL. (7-31)
★GRAND FORKS-RADIO: June 16, trans 126.7 mc and rcvr 255.4 mc cmsnd.
OHIO: AKRON-RADIO: LF rng N course displaced 4° W. W course displaced 4°S. (4-26) About July 6, LF rng will be shut down intermittently durg daylgt hrs until approx July 20 modernization. (6-8)
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnways only.
CINCINNATI ARPT: S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnways only unless otherwise authorized by twr. (3-5)
★CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths June 25,DME at VOR site flgt-checked and cmsnd. Coverage 60-100°, 50 mi at 29000'; 100-145°, 40 mi at 2500'; 145-170°, 50 mi at 2500'; 170-190°; 40 mi at 2500'; 190-245°, 50 mi at 2500'; 245-310°, 40 mi at 2000'; 310-060°, not checked. (6-25)
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW ta xi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)
CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operng on top of 20' hill lctd 200' E of NE/SW strip. (6-10)
COLUMBUS-RADIO: March 11, DME at VOR site shut down.
★COLUMBUS-PORT COLUMBUS ARPT-TOWER: About June 30, trans & rcvr 142.74 mc will be decmsnd. (6-22) June 14, trans & rcvr 243.0 mc decmsnd; concurrently trans & rcvr 274.3 mc cmsnd. (6-22) June 15, Radar Arrival Serv implemented at ASR. FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME 2400' MSL coverage 35 mi from clockwise to 220°; 2200' MSL 50 mi from 220° to 150°. (4-29)
DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329°-027°; below 3000' - 259° -314°; below 2500' - 180° - 229° and 121°-173°. USAF/VHR/DF unreliable below 3000' 295° - 305° below 2500' - 306° - 294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
HAMILTON ARPT: Caution-const on Extreme N side of E/W Rnwy. Equip on fld. (6-16)
MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
N.RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
SOLON ARPT: S half of S Strip under construction - rough, do not use. (11-6)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rn wy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°. VOR usable dist 45 mi at min en route instr alt. (4-29)
WILLOUGHBY-LOST NATION ARPT: Ctn - new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°, 2600' MSL 259° clockwise to 295°, 3000' MSL 10° clockwise to 80°, 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.
YOUNGSTOWN ARPT-TOWER: Commissioning of VHF/DF postponed indefinitely.(6-28) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.
OKLAHOMA: ARDMORE-RADIO: DME coverage 50 mi 340° thru 360° to 30° at 2700' MSL; 50 mi 30° thru 180° to 230° at 2300' MSL; 40 mi 230° to 280° at 2300' MSL; 50 mi 280° to 340° at 2700' MSL. (6-10)
**ARDMORE ARPT 10, FTW-ICT: Abandoned in error. This corrects Airgi Vol. 9, No. 7, dated June 15. Effect. July 1, bcn and fld lgts will be discontd. (6-23)
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)
ENID-VANCE AFB-RADIO: USAF LF rng & Z mrkr may be inop 1300 - 1600 Thurs during VFR. (6-23) USAF VHF/DF may be inop 1300-1600 Wed durg VFR. (4-8)
GAGE ARPT: N/S Rnwy only open to air carrier operns. NE/SW Rnwy SW of intsxn. closed to all operns- holes on rnwy. (6-18)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
★OKLAHOMA CITY-RADIO: TVOR operns normal xcpt radials 20° to 75° and 290° to 350° clockwise scalloping bends and displacement are beyond tolerance. DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-14) June 22, TVOR perm decmsnd.
OKLAHOMA CITY-WILEY POST ARPT: 1572' (2724' MSL) lgtd twr erected 3.5 mi SE (115°T) at lat 35-32-58, long. 97-29-48. (5-27)
OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-24) FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
**PONCA CITY ARPT: 155' (1245' MSL) lgtd rdo twr being erected 2½ mi N.E. (55°T) at lat 36-45-10; long 97-03-10. (6-10) Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA-RADIO: DME coverage 50 mi 330° thru 360° thru 180° to 230° at 2200'; 40 mi 230° to 250° at 2600'; 50 mi from 250° to 330° at 2600' MSL. (5-15)
OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: July 29, August 22, September 12, October 10. (5-28)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt radial 140° lmtd to 37 mi usable dist at 9000' MSL. (4-23)
**BEAVER MARSH ARPT SITE 73, RIV-DLS: About July 15, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)
EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.
HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

OREGON: KALMATH FALLS-RADIO: VOR usable dist lmtd to 40 mi at 10,500' MSL from 40° thru 50° - from 80° thru 110°-from 195° thru 210°. Usable dist 30 mi at 10,500'MSL from 275° thru 305°. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

MEDFORD ARPT-TOWER: May 27, ILS operg on test basis. Lclzr freq: 110.3 mc, with voice, Ident: MFR. Lctd on extended centerline and 1000' S of end Rnwy 14-32. Glide slope freq: 335 mc. Lctd 500' S of centerline and 850' S of apch end rnwy. Glide angle: 3°. Apch bear.: 140°, serving Runway 14-32. Elev of Glide slope at OM 2852' MSL; at MM 1543'MSL. LMM freq: 356 kc. Ident: FR. Lctd on centerline extending and 3750' (0.71 mi) from apch end rnwy. OM lctd 48.5' E of centerline extended 28758' (5.45mi) from apch end rnwy. Lclzr BC-useable. Variation: 20E. ILS monitored at ctl twr. (5-27) LOM, freq 394 kc discontd. (6-24) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island usable dist 30 mi at 3000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PACIFIC CITY ARPT: Effect. July 1, arpt closed-construction. (6-22)

PENDLETON ARPT-TOWER: About July 15, ILS will be shut down until approx July 21-modernization. (6-24) FLD: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require, after notification of twr. (6-28)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable below 10,000' on inbound headings counter-clockwise of 317° to 170° and below 7500' from 170° to 049°. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt checked for en route arwys use at min instr alts

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT-TOWER: Soon, ILS glide slope will be shut down - major overhaul. FLD: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races on the following dates: July 18, August 1, August 19. (6-7)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: About June 30, ILS will be cmsnd. Lclzr freq: 110.1 mc, with voice. Ident: ABL. Lctd 625' from NE end of NE/SW rnwy 6. Glide slope freq: 334.1 mc. Lctd 750' NE of SE end and 450' NW of centerline of NE/SW rnwy. Apch bear.: 61°. MM lctd 3475' from apch end of Rnwy 6. OM lctd 7.15 mi from apch end Rnwy 6. LOM freq: 224 kc. Ident: AB. FLD: Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 20 to 30 mi- due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri. 0800-1700, N bndry - lat 40-01-00; S- lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

★ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29) June 26, DME at VOR site flgt-checked and cmsnd. Coverage 40 mi at min en route instr alt.

PENNSYLVANIA: HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330°. Usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. DME coverage 3000' MSL 40 mi 150°-210°; 5500' 40 mi 210°-240°; 5500' 45 mi 240°-280°; 5500' 30 mi 280°-310°; 4000' 30 310°-330°; 4000' 20 mi 330°-350°; 3500' 20 mi 350°-050°; 3500' 50 mi 050°-070°; 2500' 50 mi 070°-150°. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

JOHNSTON-RADIO:: About July 27, VOR will be cmsnd. Freq: 113.0 mc. Ident: JST: Lctd at lat 40-19-00, long. 78-50-04. Variation: 6° W. Elev: 2279' MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACs. Class: BVOR-DTV. (6-8)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA -SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park 7 mi NNE Philadelphia Arpt between1330 and 2200. Music festivals.

★PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) June 19, ILS glide slope freq changed from 335. to 334.4 mc. June 17, ILS lclzr freq changed from 108.3 to 108.1 mc. ILS glide slope angle changed to 3°. Alt at OM 1500'; MM 230' MSL. (6-24) FLD: Use paved areas only. Obstn lgts on all flood lgt standard inop. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22. SE cargo ramp, portions of N ramp and portions of ramp between hangars, entire terminal bldg of ramp W of pier A and 1000' of taxiway serving rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Do not mistake flood lgts for navigation aids. (5-6) Artificial lake 1/2 mi wide; 2 mi long off apch end rnwys 22, 27 and 30 changes appearance of arpt on apch. (5-11) 122' lgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. (6-10)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°; 4500' 50 mi from 350° thru 360° to 070°. (11-28)

★PITTSBURGH-AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvg freqs 301.4, 120.1 mc cmsnd June 28.

★PITTSBURGH-ALLEGHENY ARPT-TOWER: Effect. June 28 tower discontd voice transmission on rdo rng freq 254 kcs. (6-10) FLD: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W rnwy clsd to all tfc. May 19, const of loading apron in front of terminal bldg in progress. Rnwy 12-30 clsd SE of Rnwy 9-27. Const area extends to 100' S of Rnwy 9-27 flagged-lgtd. (5-18)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: June 23, DME at ILS lclzr (110.3mc) site flgt-checked and cmsnd. Coverage satisfactory for milage information on lclzr from course Rnwy 32 and front course Rnwy 28 and BC Rnwy 10 and for radius 20 mi at min instr alt. (6-23)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°; 4000' 30 mi from 100° to 120°; 4000'-20 mi from 120° to 150°; 3500'-30 mi from 150° to 180°; 3500'-40 mi from 180° to 215°; 4000'-40 mi from 215° to 255°; 4000'-30 mi from 255° to 305°; 4000' - 40 mi from 305° to 335°; 4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution-const. Men and equip. on fld. (5-26)

★WEST CHESTER-RADIO: June 25, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi at min en route instr alt. (6-25)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N crs LF rng.

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE end N/S and NW/SE Rnwys.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-off Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress both sides and edges Rnwy 5-23.

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses - lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

SOUTH CAROLINA: BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)
CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)
CAMDEN-WOODWARD ARPT: 565' (1004'MSL) lgtd twr erected 7.5 mi SW (238°T) at lat 34-13-45, long. 80-40-45. (6-9)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR maz usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)
★COLUMBIA-RADIO: VOR course 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) June 22, DME at VOR site flgt-checked and cmsnd. Coverage 270 thru 0 to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)
COLUMBIA ARPT-TOWER: ILS glide slope out of service. (5-14) FLD: Rnwy lgts on Rnwy 16-34 inop., xcpt on 30 min prior notice. (1-28)
★FLORENCE-RADIO: June 23, DME at VOR site flgt-checked and cmsnd. DME and VOR coverage 40 mi all azimuths at min instr alt.
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all azimuths.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: N/S Rnwy clsd for approx 10 days. (6-11)
★SPARTANBURG-RADIO: June 16, NE course LF rng realigned from 238° to 235°. June 21, DME at VOR site flgt-checked and cmsnd. Coverage more than 50 mi at all azimuths at min instr alt.
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)
SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable. (3-2) USAF UHF/DF trng status.
SOUTH DAKOTA: EDGEMONT: Demolition operg in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
PHILIP ARPT, SITE 31,CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)
WATERTOWN-RADIO: About June 30, DME at VOR site will be discontd. (6-4)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations agains the pilot.
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5=25)
BRISTOL-TRI-CITY-ARPT-TOWER: ILS glide slope not usable MM to Fld. About July 26, lclzr and glide slope will be shut down for approx one week -modernization. (6-12)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18. - modernization. ILS being monitored by U. S. Weather Bureau Lovell Fld. LOM and North Chattanooga H fac operg as unmonitored facilities. (6-22)
★CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwy Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16). June 16, DME at VOR site flgt-checked and cmsnd. Coverage at min en route alt for more than 50 mi in all azimuths. (6-16)
★GRAHAM-RADIO: June 25, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more in all azimuths at min en route alt. (6-25)
★JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. June 21, DME at VOR site flgt-checked and cmsnd. Usable dist at min en route alt as follows: From 120° from stn clockwise thru 140°, 30 mi; 140° thru 290°, 20 mi; 290° thru 310°, 30 mi; 310° thru 120°, 40 mi. (6-21)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE course. VOR usable for more than 50 mi min en route alt. Caution - occasional momentary course disturbance in mountainous areas. (5-7) DME usable for more than 20 mi at min en route alt. (6-10)
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S rnwy closed ngts. (2-24)
★MEMPHIS-RADIO: VOR radials 200° - 260° max usable dist at minimum IFR alt - 40 mi. June 17, DME at VOR site flgt-checked and cmsnd. Coverage at min en route alt 50 mi in all azimuths xcpt 190-200°, 40 mi; 200-230°, 30 mi; 230-260°, 40 mi. (6-17)
MT. PLEASANT ARPT: 110° (993'MSL) lgtd rdo twr erected 8 mi NW (320°T) at lat 35-38-01; long. 87-15-10. (6-16)
★NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. June 15, DME at VOR site flgt-checked and cmsnd. Coverage more than 50 mi in all azimuths at min en route alt, xcpt 165° thru 270° clockwise from stn useable dist 40 mi. (6-15)
NASHVILLE-BERRY FLD: Construction-new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Runway 2L-20R. Lgtd. (5-10)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
SMYRNA-SEWART AFB-RADIO: USAF VHF/DF flgt-checked unsatisfactory. (5-10)
TEXAS: ★ABILENE-RADIO: June 21, DME at VOR site flgt-checked and cmsnd. Coverage 20°-100°, 50 mi at 3000'; 100-195°, 50 mi at 4000'; 195-215°, 40 mi at 4000'; 215-20°, 50 mi at 4000' MSL. (6-21)
AUSTIN-RADIO: DME coverage 50 mi 2000' MSL 0° thru E to 110°; 50 mi 2500', 110°-thru S to 220°; 50 mi 3000', 220° thru 250°; 50 mi 3500', 250° thru 330°. Coverage over Danger Area 343, 330° thru 360° not certified. (6-10)
★AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. (3-23) USAF UHF/DF cmsnd. Freq: 305.4 mc. Call: Homer. On trng status. (6-14)
BEAUMONT-JEFFERSON COUNTY ARPT: Caution-Effect. July 11 Air Show will be in progress 1430 until 1630. (6-28)
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.
BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22)
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)
BRYAN AFB-RADIO: USAF UHF/DF trng status only. (6-14)
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.
★COLLEGE STATION-RADIO: June 16, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 165-thru S to 315° at 2000'; 40 mi 315 thru N to 60° at 2000'; 30 mi 60-95° at 2000'; 40 mi 95-110° at 2000'; 40 mi 110-135° at 1600'; 40 mi 135-165° at 2000' MSL. (6-16)
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
**DALHART ARPT: Use rnwys. Only Rnwys 17-35 and 3-21 lgtd. (6-24)
★DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Aug. 15. (4-14) ASR hrs of opern: 0700-2300. Twr hrs of opern: Cont. (6-21) FLD: Exten.const SE end Rnwy 13-31 may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylght hrs., men and equip. on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000' and 2000' NW end Rnwy 13; 400' SW of center of rnwy.-unlgtd. (6-2)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)
★EL PASO-RADIO: DME at VOR site flgt-checked and cmsnd June 28. Coverage 010° thru 100°, 50 mi at 8,000'; 100° thru 240°, 50 mi at 9,000'; 240° thru 265°, 40 mi at 8,500'; 265° thru 300°, 30 mi at 10,000'; 300° thru 320°, 50 mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off following vertical separation in ctl zone: hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hnd appch to Rnwys 26,22 and 17; rgt hand to Rnwys 35,04 and 08. Exercise yigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)

(6-29-54).

TEXAS: EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT. WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping.
★FT. WORTH-CARTER FLD-TOWER: June 28, trans & rcvr 126.18 mc cmsnd. FLD: Caution-const. SE area arpt. Men and equip. on fld. (5-21)
FT. WORTH-MEACHAM FLD: Bldg with four 35' antenna poles erected 650' E and 100' N of apch end Rnwy 17. (5-21)
FT. WORTH-RUSSELL FLD: N end fld is clsd and fence placed across N/S Rnwy approx 1500' from the N end. NW/SE Rnwy clsd on the NW extremity. (6-28)
GALVESTON-RADIO: April 23, VOR shut down for relctn.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00, long. 96-32-00.
HONDO: Intensive student instruction conducted durg VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
★HOUSTON-RADIO: June 23, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi 1600'.
HOUSTON ARPT: Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Drilling derrick erected 950' from NW apch end Rnwy 12. Overall height 109' MSL - lgtd. (6-21)
★HUDSPETH-RADIO: June 23, DME at VOR site flgt-checked and cmsnd. Coverage 50-80°, 50 mi at 8500'; 80-260°, 50 mi at 9000'; 260-290°, 50 mi at 8000'; 290-030°, 50 mi at 9000'; 30-50°, 50 mi at 10,800' MSL. (6-23)
**HUNTSVILLE ARPT: 300' (417' MSL) lgtd twr erected 23 mi NW (310° T) at lat 30-57-30, long. 95-53-45. (6-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
★LUFKIN-RADIO: June 22, DME at VOR site flgt-checked and cmsnd. Coverage 125-145°, 50 mi at 1500'; 145 thru S to 280°, 40 mi at 1500'; 280-305°, 40 mi at 1700'; 305-315°, 30 mi at 1700'; 315-335°, 40 mi at 1700'; 335 thru N to 15°, 40 mi at 2000'; 15-60°, 40 mi at 1700'; 60-125°, 40 mi at 1500' MSL. (6-22)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)
MIDLAND AIRPARK-TOWER: Effect. Mar 1 and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 122.5, 121.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: NW/SE rnwy clsd to all acft during daylgt hrs on week-days until Sept 1, because of parked mil acft on rnwy. While arpt is being used by mil acft an Air Force mobile tfc ctl until will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)
★MINERAL WELLS-RADIO: June 16, DME at VOR site flgt-cheeked and cmsnd. Coverage 95-180°, 50 mi at 2500'; 180-230°, 50 mi at 3000'; 230-260°, 40 mi at 3000'; 260-350°, 50 mi at 3000'; 350-95°, 40 mi at 2500' MSL. (6-24)
ODESSA-ECTOR COUNTY ARPT: Caution - NW/SE Strip clsd-men and equip. on fld.
POTEET ARPT: Closed-const. (11-20)
QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
★SALT FLAT-RADIO: June 23, DME at VOR site flgt-checked and cmsnd. Coverage 45-250°, 50 mi at 9000'; 250-290°, 50 mi at 8500'; 290-015°, 50 mi at 9000'; 015-45°, 30 mi at 10,800'.
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' MSL all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.

TEXAS: rrTYLER-RADIO: June 18, combined stn/twr resumded opern. Trans 255.4 mc cmsnd. (6-19)
★TYLER-POUNDS FLD-TOWER: June 18, trans & rcvrs 121.9 and 257.8 mc cmsnd. Rcvr 122.5 mc cmsnd. (6-19) Trans & rcvr 243.0 mc cmsnd. (6-21)
WACO-RADIO: DME coverage 2300' MSL, 50 mi 290° thru N to 190°; 2300' MSL, 40 mi 190° to 290°. Coverage not certified over Danger Areas 219 and 443. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15)
WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-25) 3300' NW end Rnwy 12-30 usable for lgt acft daylgt hrs only. (4-19)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME 13,000' MSL coverage 50 mi 350° N, E, S and W to 330°. 13,500' MSL coverage 50 mi 330°-350°.
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME coverage 13,000', 50 mi 20° thru 40° and 30 mi 40° - 90° and 50 mi 50° thru 170°; 9000', 50 mi 170° thru S to 230°; 11,000', 50 mi 230 thru W and N to 20°. (5-8)
HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9) DME coverage 13,000', 50 mi 355° to 040°; 13,000', 20 mi 040°-120° and 50 mi 120-160°; 10,000', 50 mi 160 thru S to 210°; 12,000', 50 mi 210°-230° and 30 mi 230° thru W to 310°; 11,000', 50 mi 310°-355°. (5-21)
OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30) DME coverage 0-150°, 20 mi at 12,000'; 150-315°, 50 mi at 10,000'; 315-360°, 50 mi at 11,000' MSL. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. (3-24) DME 9000' coverage 50 mi - 235° thru W to 340°. 12,000' at 30 mi - 340° thru N to 020°. 13,000' at 20 mi - 020° thru E to 140°. 12,000' at 50 mi - 140° to 180° and 40 mi - 180° to 235°. (5-10)
SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of aprt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME 9000' MSL coverage 50 mi 350° thru N to 160°. 11,000' at 50 mi 160° thru S to 220°. 12,000' at 50 mi 220° thru W to 295°, and 40 mi 295° thru 350°. (5080
VERMONT: SPECIAL NOTICE: Arpt condition information avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi.
BURLINGTON ARPT: Two temp lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8)
VIRGINIA: ALEXANDRIA-BEACON FLD: Fld clsd to all operns. (5-25)
BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilots discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
**DELTAVILLE-BERRYVILLE ARPT: ABANDONED. (6-24)
**FREDERICKSBURG-SHANNON ARPT: Arpt open (Abandoned in error). This corrects Airgi Vol. 9, No. 7, dated June 15, 1954.
FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness all quads.
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
★HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad. Correct VOR lat 39-01-10, long. 77-27-42. (6-14)
★LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20) June 15, DME at VOR site flgt-checked and cmsnd.

VIRGINIA: LYNCHBURG-PRESTON GLENN ARPT-TOWER: Effect. July 1, twr will be discontd. (6-10)
MANASSAS ARPT: Closed-const. (4-29)
NORFOLK-RADIO: Visual courses VAR slightly rough.
★PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at minimum instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at minimum instr alt. June 25, DME at VOR site flgt-checked and cmsnd. Coverage 10-40°, 40 mi at 6000'; 40-120°, 50 mi at 6000'; 120-200°, 40 mi at 6000'; 200-225°, 30 mi at 6000'; 225-255, 40 mi at 6000'; 255-10°, 30 mi at 6000' MSL.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd-p-lines across coves in Puget Sound area & lakes
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal ahadow areas imposed by intervening high terrain. DME and VOR coverage from 40° thru 60°, 30 mi at 7000'; 60° thru 150° unknown prohibited area; 150° thru 175°, 30 mi at 5500'; 175° thru 260°, 50 mi at 10,000'; 260° thru 290°, 50 mi at 8000'; 290° thru 40°, 30 mi at 10,000' MSL. (6-21)
**ESPANOLA BCN SITE 22, SEA-HLN: About July 9, beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)
EVERETT-PAINE AFB-RADIO: USAF UHF/DF steers unreliable, 160° to 310° clockwise below 7000'; 025° to 098° below 9000' due terrain limitations. (8-11)
**HOQUIAM: Airspace Warning Area W-460. Description: N bndry, lat 47-58-30; E bndry long. 125-30-00; S bndry, lat 46-53-30; W bndry, long. 128-40-50. Altitude: Surface to unlimited. Activities: Air to air gunnery -50 calibre. Time of Use: Unlimited.. Controlling Agency: Dept of Air Force Representative-Boeing Airplane Co. Effective date: 30-day waiting period waived. (6-15)
HOQUIAM-RADIO: DME coverage 3500' MSL 50 mi from 35° thru to 50°. 7000' 50 mi from 50° thru to 155°. 5000' 50 mi from 155° thru to 35°. (5-18)
MOSES LAKE-LARSON AFB-RADIO; USAF VHF/DF unreliable below 7000', 050-110° below 4000', 110-240°; below 3500', 240-315°. (1-13)
**NELSON RIDGE, BCN SITE 6, SEA-HLN: About July 6, bcn will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3mc out of service. (2-9)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy tfc use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR and DME coverage 50 mi 36° thru 152° at 7000' MSL; 50 mi 152° thru 244° at 5000' MSL; 50 mi 244° thru 264° at 6000' MSL; 50 mi 264° thru 36° at 8000'.
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counter-clockwise 070-300° at 6000'; 090-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; training status. (5-27)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld. (12-19)
★SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. Trans. & rcvg freq. 363.8 mc cmsnd. (6-29) FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. (7-2)
★TACOMA-McCHORD AFB-RADIO: All courses LF rng have splits and multiples beyond 20 mi. (6-3) USAF UHF/DF cmsnd. Call: Homer. Freq: 305.4 mc. Unreliable below 10,000 on inbound 130-175°. (6-22)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336°. radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch.
CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL; 270° thru 330°, 30 mi at 2500' MSL. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10)
ELKINS ARPT: Rnwy lgts on 13-31 inoperative until Sept 1. (6-21)
MARTINSBURG ARPT: Glider flying peak activity expected on week ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
★PARKERSBURG-RADIO: DME at VOR site flgt-checked and cmsnd June 28. Coverage 50 mi minimum en route alt. Monitoring category (1).
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test bais. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance of azimuths angles 220° thru 252°. (4-3)
**GRANTSBURG 7, MPS-QT ARPT: 205' (1192' MSL) lgtd rdo relay twr being erected 6 mi SSE (170°T) at lat 45-42-33; long. 92-38-38. (6-7)
**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chamber of Commerce.
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn.
★LA CROSSE-RADIO: June 15, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi or more at min en route alt. (6-15)
**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36" rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all over 10,000 lbs. Caution crossing hwy inlndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MARSHFIELD ARPT: Caution-const. Grading and paving NW/SE Strip. (6-28)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage at min en route alt 50 mi or more 200° clockwise to 190° and 40 mi or more 190° clockwise to 200°. (6-11) About July 13, trans 122.2 mc and trans & rcvr 255.4 mc will be cmsnd. (6-16)
MILWAUKEE-GENERAL FLD-TOWER: About July 13, twr and INSAC will be combined. Twr trans 257.8 mc. Trans & rcvr 118.5 and 243.0 mc will be cmsnd. VHF/DF will be decmsnd at twr and recmsnd about July 26 at combined fac. (6-16) FLD: Due to non-visibility twr unable to ctl tfc on 400' section of rnwy 7-25 beginning 360' from SW end.
RHINELANDER-ONEIDA COUNTY ARPT: Effect. July 1, grading and paving NW/SE Strip. Men and equip on fld. (6-22)
WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)
WYOMING: CASPER: Temp. Controlled Firing Area will be conducted until Sept. 1 in following described area: Bounded on N by lat 42-58-00; E by long. 106-41-00; S by lat 42-56-00; W by long. 106-48-00. Altitude: Surface to 16,000' MSL. Time of Use: As published in NOTAMS. Activities conducted: Air-to-air gunnery. Controlling Agency: Adjutant General, Wyoming National Guard, 600 E 25th St. Casper, Wyo. (5-18)
CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be used for auto. pilot apchs.
CASPER-NATRONA COUNTY ARPT-TOWER: Effect. thru Sept 5, twr in opern by AF personnel. Trans 278 kc; 243.0, 236.6, 126.18, 121.5, 118.3 mc. Rcvs: 3023.5 kc, 122.5, 118.3, 121.5, 126.18, 236.6, 243.0 mc. Hrs of opern: 1100-0700 daily. VHF/DF on 137.88 mc. UHF/DF on 305.4 mc. Standard lgt signals from twr for acft not equipped with rdo.
CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 7300' MSL; 120-180°, 7500' MSL; 180-280°, 11,000' MSL; 280-325°, 10,500' MSL, 325-340°, 9000' MSL; 340-10°, 7500' MSL. (5-5)
DOUGLAS-RADIO: About July 6, MH fac will be perm discontd. (5-14)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK SPRINGS ARPT: Ctn-first 500' NW end NW/SE Rnwy clsd-mrkd. (3-18)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

(6-29-54)

See POST DEADLINE data page 31.

Revisions to Instrument Approach Procedures

See POST DEADLINE data page 31.

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH CRS. (OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALBUQUERQUE, N.MEX. Kirtland AFB/Mun 5330 SBRAZ-DTV - ABQ Procedure No. 1 Effective date: 7/6/54	Alameda "H"	159 14.0	6500	W side S crs* 175 -outbnd 355- inbnd 7000'-within 25 mi	6000	355 3.0	T-dn C-dn S-dn R-35 A-dn	300-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.0 miles, climb to 8000' on N crs within 25 mi of ABQ LFR. *Procedure turn W side due to high terrain E side. Caution: Terrain exceeding 8000' in E quad, make all turns on W side of crs.
	Peralta FM (final)	355 12.0	6000							
BOSTON, MASS. Logan Airport 19 SBRAZ- BOS Procedure No. 1 Effective date: 7/8/54	Peabody FM (final)	211 9.0	800	W side of crs 031 - outbnd 211 - inbnd 1500'- within 10 mi	800	234 1.3	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 1.2 miles make a climbing left turn to 1500' on E crs of Boston LFR, or (when directed by ATC) climb to 1800' on SW crs of Boston LFR within 10 miles. Note: Procedure turn does not provide standard clearance over 607' twr 6.0 miles WNW of Boston LFR. Circling minimums do not provide standard clearance over 370' stack 1.2 miles SW of airport.
BURBANK, CALIF. Lockheed Air Terminal 764 SBML - DTV - BUR Procedure No. 1 Effective date: 7/15/54	Int. NE crs LGB LFR	277 37.0	5000	S side of NW crs 277 - outbnd 097 - inbnd on top not below 5000' within 10 mi NW of Chatsworth HW.	1500	093 3.0	T-dn C-d C-n S-d S-n 7 A-dn	300-1 900-1.5 900-2 600-1 700-1.5 900-2	300-1 900-1.5 900-2 600-1 700-1.5 900-2	Within 1.5 mi, climb to 5000' on SE crs. Alternate missed approach - when directed by ATC, climb to 3000' on SE crs, then make 180° right turn (south) continuing climb to a minimum of 5000' homing (NW bound) on the BUR LFR and hold on the LFR in a non-standard 2-minute pattern on the SE course. NOTE: 600-1 required for all take-offs when departing via SE crs BUR LFR. After procedure turn or after leaving Simi intsxn, cross Chatsworth Rbn inbnd not below 4800'. All approaches must be started from on top. Caution: Terrain above flight altitude paralleling final approach on the N.
	Int. W crs LAX LFR	007 23.0	5000							
	Simi Intersection	097 15.0	4800							
	Chatsworth "H" (final)	097 9.0	1500							
				Sliding scale for tops reported at Simi Intersection Top / Ceiling 5500' / 900' 6000' / 1300' 6500' / 1700' 7000' / 2100' 7500' / 2500'						
BURLINGTON, VT. Municipal Airport 334 SBRAZ- BTV Procedure No. 1 Effective date: 7/1/54	Grand Isle FM (final)	169 15.0	1000	W side NW crs 349 - outbnd 169 - inbnd 1500'-within 10 mi.	1000	155 2.1	T-dn C-d C-n S-dn* 15 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 600-1.5 600-1.5 500-1 800-2	Within 2.1 miles....make a climbing right turn, climb to 4500' on S crs of Burlington rdo rng within 25 miles. Alternate missed approach (when requested by ATC), make a right climbing turn, climb to 1500' on NW crs of Burlington rdo rng. *Deviation from criteria authorized in straight-in landing minimums standard clearance not provided over obstructions W of airport and rate of descent for straight-in landing exceeds standard.
EVANSVILLE, IND. Dress Memorial Arpt Procedure No. 1	PROCEDURE CANCELLED Effective date: 6/8/54									
FAYETTEVILLE, N. C. Grannis Airport Procedure No. 1	PROCEDURE CANCELLED Effective date: 7/7/54									
GOSHEN, INDIANA Municipal Airport 823 SBRAZ- DTV - GSH Procedure No. 1 Effective date: 7/9/54	Goshen VOR	090 8.0	2000	S side W crs 270 - outbnd 090 - inbnd 2000'-within 10 mi 2100'-within 25 mi	1500	090 2.7	T-dn C-dn S-d S-n 9 A-dn	300-1 500-1.5 500-1 500-1.5 800-2	NA NA NA NA NA	Within 2.7 miles, climb to 2300' on E crs within 25 miles.
HOBBS, N MEX. Lea County Arpt 3659 BMRLZ- DTV - HOB Procedure No. 1 Effective date: 7/6/54	HOB VOR	307 7.0	5000	E side N crs* 348 outbnd 168 inbnd 5000'- within 25 mi	4500	168 8.4	T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 600-1.5 600-2 800-2	Within 8.4 miles, climb to 5000' on S crs within 25 miles of HOB LFR. *Procedure E due to obstruction W. ADF procedure not authorized.
HUTCHINSON, KANSAS Hutchinson Airport 1542 SBMRLZ-DTV - HUT Procedure No. 1 Effective date: 7/9/54	Hutchinson VOR	062 4.0	2800	W side S crs 170 - outbnd 350 - inbnd 2800'-within 15 mi (NA beyond 15 mi account ATC and non-standard to avoid ICT VOR tfc)	2300	350 3.1	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.1 miles climb to 3300' on N crs within 25 miles or alternate missed approach when directed by ATC turn left and climb to 3000' on W crs HUT-LFR within 25 mi. Caution: 2340' TV twr located 4.6 mi ESE of airport. Acft taking off to N, S, NE, SE climb to 2800' prior to proceeding toward TV twr.
	North Fork Rbn or Marker (final)	350 13.0	2300							
JACKSON, TENN. McKellar Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 7/7/54									
JAMESTOWN, N. DAK. Municipal Airport 1498 SBMRAZ- DTV - JMS Procedure No. 1 Effective date: 7/1/54	Jamestown VOR	015 6.0	2800	N side E crs 078 - outbnd 258 - inbnd 2600'-within 10 mi 2700'-within 25 mi	2100	254 1.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.5 miles... climb to 3400' on W crs JMS-LFR within 25 miles.
KIRKSVILLE, MO. Kirksville Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 6/8/54									
LUBBOCK, TEXAS Municipal Airport 3256 BMRLZ- DTV - LBB Procedure No. 1 Effective date: 7/10/54	Lubbock VOR	230 8.0	4400	S side of W crs 258 - outbnd 078 - inbnd 4500'- within 15 mi (NA beyond 15 mi)	4000	078 11.9	T-dn C-d C-n A-dn	300-1 700-1 700-2 800-2	300-1 700-2 700-2 800-2	Within 11.5 miles climb to 4500' on E crs 078° Lubbock LFR within 25 mi. This procedure not approved for ADF approach.
	Roundup FM	173 8.6	4400							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. - IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MILWAUKEE, WISC. General Mitchel Fld 698 SBRAZ-DTV - MKE Procedure No. 1 Effective date: 7/10/54	Milwaukee VOR	013 3.0	1900	E side of S crs. 178 - outbnd 358 - inbnd 1900'-within 10 mi 2000'-within 25 mi	1400	352 2.2	T-dn C-dn S-dn I A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.2 miles...climb to 2700' on N crs MKE-LFR within 25 miles, or when directed by ATC, make left climbing turn, climb to 2500' on W crs MKE-LFR within 25 mi.
	Kenosha FM	358 25.0	2000							
	Franksville FM (final)	358 10.0	1400							
	Genessee FM	099 25.0	2300							
PENSACOLA, FLA. Hagler Fld 121 SBRAZ- PNS Procedure No. 1 Effective date: 7/8/54				E side S crs 160 - outbnd 340 - inbnd 1200'-within 10 mi (NA beyond 10 mi)	700	340 2.1	T-dn C-dn S-dn 34 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.1 miles...turn right, climb to 1200' on S crs 160° of Pensacola LFR within 10 mi.
PUEBLO, COLO. Pueblo Mun #2 Arpt 4712 SBRAZ-DTV - PUB Procedure No. 1 Effective date: 6/28/54	PUB VOR	013 1.5	6600	E side of crs 149 - outbnd 329 - inbnd 6600'-within 10 mi 7500'-within 25 mi	5800	042 9.0	T-dn C-d C-n A-dn	300-1 800-1 800-2 800-2	300-1 800-1.5 800-2 800-2	Within 9.0 turn right and climb to 6000' on E crs within 25 mi of PUB LFR. Alternate missed approach when directed by ATC, turn left and climb to 8000' on N crs within 25 miles of PUB-LFR.
ROCKFORD, ILL. Greater Rockford Arpt 734 SBRAZ- DTV - RFD Procedure No. 1 Effective date: 7/9/54	Janesville VOR	195 18.0	2200	N side NW crs 314 - outbnd 134 - inbnd 2000'-within 10 mi 2100'-within 15-25 miles.	1500	179 8.8	T-dn C-dn S-dn 18 A-dn	300-1 700-2 700-2 800-2	300-1 700-2 700-2 800-2	Within 8.8 miles, make left turn, climb to 2100' on SE crs and return to RFD LFR.
SALINAS, CALIF. Salinas Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 7/6/54									
SALT FLAT, TEXAS CAA Intermediate Field 3727 BMRLZ- DTV - SFL Procedure No. 1 Effective date: 7/17/54	Salt Flat BVOR	333 3.0	5800	W side N crs 342 - outbnd 162 - inbnd 4900'-within 15 mi (NA beyond 15 mi)	4300	162 2.7	T-d T-n C-d C-n S-d S-n 16 A-dn	300-1 300-2 500-1 500-2 500-1 500-2 800-2	NA NA NA NA NA NA NA	Within 2.7 miles turn right and climb to 7700' on W crs within 25 mi. This procedure not approved for ADF apch. Caution: Terrain 4030' MSL approx 2.5 mi WSW of airport.
SPOKANE, WASH. Geiger Field 2372 SBRAZ- DTV - GEG Procedure No. 1 Effective date: 6/30/54	Rockford FM	254 15.0	4700	E side S crs 180 - outbnd 360 - inbnd 4700' - within 25 mi	4200	295 4.5	T-dn C-dn A-dn	300-1 900-1 1000-2	300-1 900-1.5 1000-2	Within 4.5 miles-execute climbing right turn, climb to 4500' on N crs all turns on W side, within 25 miles of GEG LFR. Alternate missed apch-when directed by ATC, execute climbing left turn, climb to 4000' on W crs, all turns on S side within 25 mi of GEG LFR. Caution: Fairchild AFB 3.5 mi W. Radio twr 3188' 6.5 mi E of airport. 3700' terrain E of LFR. 5300' terrain 4.0 mi NE of Rockford FM.
	Pine City FM or Pine City "H" (Final)	360 24.0	4200							
	GEG VOR	065 8.0	4700							
	GEG LOM	064 8.0	4700							
	Int. W crs COE & N crs GEG LFR	150 7.0	4700							
Procedure No. 2 Effective date: 6/30/54	Rockford FM (final)	254 15.0	4700	No procedure turn or outbnd crs. 254 - inbnd	4700 after passing & receiving Rockford FM	295 4.5	T-dn C-dn A-dn	300-1 900-1 1000-2	300-1 1200-1.5 1200-2	Within 4.5 miles-execute climbing right turn, climb to 4500' on N crs all turns on W side within 25 mi of GEG LFR. Alternate missed apch when directed by ATC, execute climbing left turn, climb to 4000' on W crs all turns on S side, within 25 mi of GEG LFR. Caution: Fairchild AFB 3.5 mi W. Rdo twr 3188' 6.5 mi E of airport, 3700' terrain E of LFR. 5300' terrain 4.0 mi NE of Rockford FM.
TONOPAH, NEV. Tonopah Airport 5426 SBRAZ- DTV - TPH Procedure No. 1 Effective date: 7/15/54				W side N crs 348 - outbnd 168 - inbnd 9500' - within 25 mi	8000	168 2.6	T-d T-n C-d C-n A-dn	1000-1 1000-2 2500-2 2500-3 2500-3	1000-1 1000-2 2500-2 2500-3 2500-3	Within 2.6 mi, climb to 10,000' on S crs within 25 mi of LFR. Caution: No control area, pilots using this facility should keep Tonopah rdo advised of position, altitude and ETA over stn.
TRINIDAD, COLO Municipal Airport 5761 SBMRAZ- DTV - TAD Procedure No. 1 Effective date: 7/15/54				*E side N crs 332 - outbnd 152 - inbnd 7100' - within 25 mi	6700	174 3.2	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1.5 600-1.5 800-2	Within 3.2 miles, immediately make a 180° climbing turn to the left and climb to 7500' on N# crs within 25 mi of TAD LFR. *Procedure turn E side account high terrain to W. #Abrupt terrain rise 8.0 mi SSW, 9586' terrain 12.0 mi SSW of airport.
TUCSON, ARIZ. Procedure No. 1	PROCEDURE CANCELLED effective date: 6/14/54									
WICHITA, KANSAS Municipal Airport 1332 SBRAZ - DTV - ICT Procedure No. 1 Effective date: 7/9/54	Wichita VOR	107 11.0	3000	N side of crs 046 - outbnd 226 - inbnd 3000' - within 25 mi	2300	262 8.2	T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2	Within 8.2 mi...turn left climbing to 2800' on the SW crs of the ICT LFR within 25 mi.
	Int 80° outbnd crs ICT VOR and NE crs ICT LFR (final)	226 10.0	2300							
WILLMAR, MINN. Municipal Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 6/8/54									
YUMA, ARIZ. Yuma County Arpt 213 SBMRAZ - DTV - YUM Procedure No. 1 Effective date: 7/6/54				*E side N crs 345 - outbnd 165 - inbnd 3000' - within 25 mi	2500	165 5.8	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 5.8 mi, climb to 3500' on S crs within 20 mi of LFR *Procedure turn limited to 5 miles width by Danger Area adjacent to E side of final apch crs.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN. ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ST. PETERSBURG, FLA. Pinellas County Arpt 10 SBRAZ- TPA Procedure No. 1 Effective date: 6/15/54	Tampa VOR	094 16.0	1500	E side SE crs 135 - outbnd 315 - inbnd 1500'- within 25 mi	1000	275 11.6	T-dn C-dn A-dn	300-1 1000-1 1000-2 BCOB	300-1 1000-2 1000-2 BCOB	Within 11.6 miles...climb to 1500' on 275° crs from Tampa LFR within 25 miles. Note: When Pinellas twr not operating contact Tampa Apch Control for weahter and lighting service at this airport. Caution: Towers 500' on crs from TPA-LFR to airport.
	Ruskin FM (Final)	315 10.0	1000							
TAMPA, FLA. Tampa Intn'l Airport 26 SBRAZ - TPA Procedure No. 1 Effective date: 7/15/54	Tampa VOR	094 16.0	1500	E side SE crs 135 - outbnd 315 - inbnd 1500'- within 25 mi	700	339 9.7	T-dn C-dn S-dn 32 A-dn	300-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.7 miles..climb to 1500' on N crs Tampa LFR within 25 miles; or, when directed by ATC turn right, climb to 1500' on NE crs of Tampa LFR within 25 miles. Caution: 210' radio tower 1.0 mi WSW of airport.
	Ruskin FM (final)	315 10.0	700							

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

ALBUERQUE, N. MEX. Kirtland AFB/Mun Arpt 5330 BVOR - ABQ Procedure No. 1 Effective date: 5/27/54	ABQ LFR	279 11.0	8000	N side of crs* 258 - outbnd 078 - inbnd 8000'- within 25 mi	6700	078 10.2	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 10.2 miles turn right and climb to 10,000' on crs of 256 within 25 mi. *Procedure turn N due Danger Area S.
BUTTE, MONT. Butte Mun Airport 5554 Whitehall BVOR HIA and Homestake FM Procedure No. 2 Effective date: 7/12/54	Whitehall VOR	270 12.0	9500	None	Homestake FM 9500	270 4.0	T-d T-n C-d C-n A-dn	1500-1 1500-2 3000-1 3000-2 3000-2	1500-1 1500-2 3000-1.5 3000-2 3000-2	Within 4.0 mi of Homestake FM, climb Westbound to 10,000' on 273° crs from Whitehall VOR within 15 mi of Homestake FM. or climb westbound to 10,000' on 273° crs of Butte VOR. Caution: 8212' terrain located 2.0 mi E of airport. Deviation from standard criteria authorized in coluumn 3- distance from facility.
CARLSBAD, N. MEX. Carlsbad Airport 3276 BVOR - CNM Procedure No. 1 Effective date: 7/12/54	Int. radial 254° INK VOR	333 33.0	5000	E side of crs 153 - outbnd 333 - inbnd 5000'- within 25 mi	4200	332 6.0	T-dn C-d C-n A-dn	300-1 500-1 500-2 800-2	300-1 500-1.5 500-2 800-2	Within 6.0 mi, turn right and climb to 5000' on crs 050°, within 25 mi from CNM VOR. Caution: Unlighted hill 200' above airport elevation on approx 2.5 mi NW. Runway 32L and 14R restricted to day opers only.
	Delaware Springs Int.	023 45.0	7000							
EAU CLAIRE, WISC. Eau Claire Airport 887 BVOR - DTV - EAU Procedure No. 1 Effective date: 7/10/54				W side of crs 360 - outbnd 180- inbnd 2400'- within 25 mi	1800	187 2.3	T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 600-2 600-2 800-2	Within 2.3 miles ---climb to 2500' on crs of 214° within 25 mi of EAU-VOR. Caution: Twr 1350'MSL 2.5 mi SE of arpt in direct line of NW/SE runway.
FT. SMITH, ARK. Municipal Airport 460 BVOR - DTVBJ - FSM Procedure No. 1 Effective date: 7/7/54	Van Buren Rbn	128 11.0	2000	N side of crs 046 - outbnd 226 - inbnd 2000'- within 10 mi 2300'-within 15 mi 2800'- within 25 mi	1400	226 6.0	T-dn C-d C-n S-d S-n 25 A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1.5 600-2 600-1 600-2 800-2	Within 6.0 mi climb to 1800' on crs of 235 within 25 mi Caution: 633' MSL unlighted hill 1.5 mi E of airport.
HUNTSVILLE, ALA. Huntsville Airport 619 VORW - HSV Procedure No. 1 Effective date: 7/7/54				W side crs 338 - outbnd 158 - inbnd 2500'- within 25 mi	2000	158 7.5	T-dn C-dn A-d A-n	300-1 800-1.5 1000-2 NA	300-1 900-2 1000-2 NA	Within 7.5 mi..climb to 3500' on crs of 158° within 25 mi.

CAUTION: (1) Danger area 2.0 miles S of airport. (2) 1917' MSL twr 4.0 miles NNE of airport. (3) U. S. Weather Bureau observations 0600 to 1800 and one at 2400. (4) Due to NOTAM concerning let down radial pilot should depend on heading only from VOR to airport. (5) Night IFR maneuvering not authorized E of airport due unlighted terrain 1061' MSL. Night operation NA Runway 5-23. (6) Caution: No control area. Pilots using this facility shall, as soon as practicable advise Muscle Shoals Radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilitites in the area. In instances where other aircraft have previously contacted Muscle Shoals Radio, hold between facility and a point two minutes out on final approach course at least 1,000 feet above procedure turn altitude and 1,000 feet above previously reported traffic until advised that aircraft making approach has landed. Keep Muscle Shoals Radio advised at all times of changes in altitude and position in order that other aircraft may also receive this information.

HUTCHINSON, KANSAS Hutchinson Airport 1542 BVOR - HUT Procedure No. 1 Effective date: 7/9/54	Hutchinson LFR	242 4.0	2700	W side of crs 212 - outbnd 032 - inbnd 2700'- within 25 mi Procedure turn non-standard to avoid Hutchinson NAS.	2200	032 5.8	T-dn C-dn S-dn 3 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.8 mi...climb to 2800' on outbnd crs of 015 within 25 mi. Caution: 2340' MSL TV twr located 4.6 mi ESE of airport. Aircraft taking off to N, S, NE, SE climb to 2800' prior to proceeding toward TV twr.
	North Fork Rbn	332 12.0	2700							
JAMESTOWN, N. DAK. Municipal Airport 1498 BVOR - JMS Procedure No. 1 Effective date: 7/10/54	Jamestown LFR	195 6.0	2800	E side of crs 178 - outbnd 358 - inbnd 2800'- within 25 mi	2300	358 4.7	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 4.7 miles...climb to 2800' on crs 358° within 15 mi of JMS- VOR.
LA CROSSE, WISC. Municipal Airport 653 BVOR - LSE Procedure No. 1 Effective date: 7/1/54	LSE LFR	140 10.0	2500	E side of crs 143 - outbnd 323 - inbnd 2400'- within 25 mi	1900	323 3.6	T-d T-n C-d C-n S-d S-n 31 A-dn	400-1 400-1.5 600-1 600-2 500-1.5 500-2 800-2	400-1 400-1.5 600-1.5 600-2 500-1.5 500-2 800-2	Within 3.6 miles...climb to 2600' on track 318° within 25 miles LSE VOR.
LUBBOCK, TEXAS Municipal Airport 3256 BVOR - LBB Procedure No. 1 Effective date: 7/8/54	Lubbock LFR	050 8.0	4400	S side of crs 290 - outbnd 110 - inbnd 4500'- within 20 mi 4600'- within 25 mi	4000	110 5.3	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.3 miles climb to 4500' on crs of 110° within 25 mi.
	Roundup FM (final)	110 8.0	4000							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MILWAUKEE, WISC. General Mitchell Fld 698 BVOR - DTV - MKE Procedure No. 1 Effective date: 7/10/54	Milwaukee LFR	193 3.0	2000	E side of crs 185 - outbnd 005 - inbnd 2000'- within 25 mi	1400	005 4.9	T-dn C-dn S-dn 1 A-dn	300-1 600-1 500-1 880-2	300-1 600-1.5 500-1 800-2	Within 4.9 miles, climb to 2700' on crs of 005° within 25 mi of VOR, or when directed by ATC make left climbing turn, climb to 2500' on crs of 270° within 25 mi of VOR.
	Franksville FM (final)	357 7.0	1400							
OMAHA, NEBR. Omaha Airport 982 BVOR - DTV - OMA Procedure No. 1 Effective date: 7/9/54	Omaha LFR	134 18.0	2700	E side of crs 129 - outbnd 309 - inbnd 2400'- within 25 mi	2400	309 11.6	T-dn* C-dn A-dn	300-1 1000-3 1000-3	300-1 1000-3 1000-3	Within 11.6 miles, climb to 2700' on crs of 309° outbnd within 25 mi. *Climb to 2000' MSL prior to proceeding in westerly direction account 1705' and 1739' MSL TV twrs. Caution: Rdo twr 1312' MSL and tank 1384' MSL between omnirng and airport.
	Glenwood FM (final)	324 11.0	2400							
OTTO, NEW MEX. Otto Intn'l Airport 6226 BVOR - OTO Procedure No. 1 Effective date: 7/12/54	Int. 074° radial Otto and 201° radial Las Vegas OTO LFR	254 21.0 074 4.0	8500 8500	N side of crs 074 - outbnd 254 - inbnd 8500'- within 10 mi (NA beyond 10 mi)	7500	256 3.4	T-dn C-dn A-dn	300-1 500-1 800-2	NA NA NA	Within 3.4 miles, turn left, climb to 9500' on crs 074° within 25 miles.
PUEBLO, COLO. Pueblo Mun. #2 Airport 4712 BVOR - DTV - PUB Procedure No. 1 Effective date: 6/28/54	PUB LFR	193 1.5	6600	E side S crs 168 - outbnd 348 - inbnd 6600'- within 10 mi 7500'- within 25 mi	5800	040 10.3	T-dn C-d C-n A-dn	300-1 800-1 800-2 800-2	300-1 800-1.5 800-2 800-2	Within 10.3 miles, turn right and climb to 6000' on 061° crs from PUB VOR within 25 miles. Alternate missed approach, when directed by ATC, turn left and climb to 8000' on 344° crs from PUB VOR within 25 miles.
ST. PETERSBURG, FLA. Pinellas County Arpt 10 BVOR - TPA Procedure No. 1 Effective date: 7/15/54	Tampa LFR	274 16.0	1500	N side 272 - outbnd 092 - inbnd 1200'- within 25 mi	700	092 3.3	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1	300-1 500-1.5 500-1	Within 3.3 miles turn left climb to 1500' on radial 272° of Tampa VOR within 25 mi Note: When Pinellas Tower not operating contact Tampa Approach Control for weather and lighting service at this airport.
SALT FLAT, TEXAS CAA Intermediate Fld 3727 BVOR - SFL Procedure No. 1 Effective date: 7/17/54	Salt Flat LFR	153 3.0	5800	W side of crs 340 - outbnd 160- inbnd 4900'- within 15 mi (NA beyond 15 mi)	4300	on arpt	T-d T-n C-d C-n A-dn	300-1 300-2 600-1 600-2 800-2	NA NA NA NA NA	Within 0 miles turn right and climb to 7700' on 261° radial within 25 miles. Caution: Terrain 4030' MSL approx 2.5 mi WSW of airport.
THERMAL, CALIF. Municipal Airport 117' below MSL BVOR - DTV - TRM Procedure No. 1 Effective date: 7/1/54	Int. 256° bearing to Ontario VOR and 145° bearing to Thermal VOR (Palm Springs Int).	145 21.0	7000	E side crs 125 - outbnd 305 - inbnd 3000' - within 15 mi (NA beyond 15 mi)	1400	305 0.0	T-dn C-dn A-dn	300-1 1500-3 1500-3	300-1 1500-3 1500-3	Within 0.0 miles, turn right, climb to 9000' on outbnd track of 140°. Shuttle: to 4000' on tracks of 125° outbnd and 305° inbnd within 15 miles. All turns E of track.
	Int. 037° bearing to Hayfield Rbn and 322° bearing to Thermal VOR (Salton Int).	322 15.0	4000							
WICHITA, KANSAS Municipal Airport 1332 BVOR - ICT Procedure No. 1 Effective date: 6/25/54	Wichita LFR	287 11.0	3400	W side of N crs 350 - outbnd 170 - inbnd 3400'- within 15 mi (NA beyond 15 mi account ATC)	2900	161 4.9	T-dn C-dn S-dn 14 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 4.9 miles...turn right, climb to 2900' on outbnd crs 215° from ICT VOR within 25 mi or alternate missed approach when directed by ATC, climb to 2500' on outbnd crs of 161° from ICT VOR within 25 mi. Caution: 2449' MSL TV twr 10 miles NNW and 2048' MSL twr 9 miles NNE of arpt.
	Viola Rbn	019 21.0	3400							
	North Fork Rbn	098 23.0	3400							
WINK, TEXAS - Procedure No. 1 - Column 8 is amended to read: S-dn 500-1 500-1.										
YUMA, ARIZ. Yuma County Airport 213 BVOR - DTV - YUM Procedure No. 1 Effective date: 7/6/54				E side of crs* 346 - outbnd 166 - inbnd 3000'- within 25 mi	2500	166 7.1	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1.5 800-2	Within 7.1 mi, climb to 3500' on outbnd crs of 166° within 20 mi of VOR. *Procedure turn area limited to 5 mi width by Danger Area adjacent to E side of final apch crs.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BAR HARBOR, MAINE Municipal Airport 84 MHW - BHB 320 hc Procedure No. 1 Effective date: 6/18/54 Facility owned and operated by Northeast Airlines.				W side of crs 040 - outbnd 220 - inbnd 2000'- within 10 mi	800	220 2.3	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1.5 800-2	Within 2.3 miles...make a right climbing turn, climb to 2000' on crs of 250° from Bar Harbor MHW within 10 miles.
BILLINGS, MONT. Billings Mun Airport Procedure No. 1	Procedure superseded by combination ADF-ILS procedure dated 7/1/54									
CHICAGO, ILL. Midway Airport 618 MHW - EDZ Procedure No. 1 Effective date: 7/9/54	Chicago LFR	137 7.0	2000	E side of crs 132 - outbnd 312 - inbnd 2000'- within 25 mi	1500	312 3.8	T-dn C-dn S-dn 31L A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.8 miles make right turn, climb to 2500' on NE crs Chicago LFR or when directed by ATC (1) make left climbing turn to 2500' on W crs of Chicago LFR proceeding to Downers Grove Int; (2) make right climbing turn to 2500' proceed out NW crs Chicago LFR to Wilson Int; (3) make left climbing turn to 2300' proceed S on N crs HVY LFR to Momence Int; (4) Climb out on front crs CHI ILS to Elmhurst Int at 2500'.
	Lake Shore Int.	204 10.0	2300							
	Int E crs Harvey LFR & 312° bearing.	312 15.0	2000 (final 1500)							
	Crib Int	249 10.0	2000							
	Howell Int.	035 4.5	2000							
	Thorton Int.	341 11.0	2000 (final 1500)							
	Downers Grove Int.	101 18.0	2300							
	Naperville VOR	093 22.0	2300							
	Chicago Hts VOR	335 17.0	2000 (final 1500)							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHADRON, NEBR. Municipal Airport Procedure No. 1 Dated: 8/30/51	PROCEDURE CANCELLED effective date: 7/20/54									
DETROIT, MICH. Willow Run Airport Procedure No. 1	PROCEDURE CANCELLED superseded by comb ADF-ILS dated 7/7/54									
DETROIT, MICH. Willow Run Airport 716 MHW - FRD Procedure No. 2 Effective date: 7/7/54	Int W crs RML & 050° brg	050 9.0	2000	N side of crs 050 - outbnd 230 - inbnd 2000' - within 10 mi 2700' - within 15-25 mi	1400	230 4.5	T-dn C-dn S-dn 22R 22L A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.5 miles...climb to 2000' on W crs of Detroit LFR within 25 mi or when directed by ATC as follows: (1) proceed direct to Willow Run ILS-LOM climbing to 2300'.
	Detroit Range Stn	325 5.0	2000							
	Int N crs RML & 230° brg	230 1.7	2000							
	Int N crs TOL & 050° brg.	050 20.0	2000							
Procedure No. 3 Effective date: 7/7/54 Detroit Wayne Major ILS - LOM - RM	Detroit LFR	192 6.0	2000	S side of crs 137 - outbnd 317 - inbnd 2000' - within 25 mi	1500	317 8.2	T-dn C-dn S-dn 32 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 8.2 miles, turn left, climb to 2000 on W crs Detroit LFR to Ann Arbor FM, or when directed by ATC, (1) turn right, climb to 2300 on W crs to Detroit LFR, or (2) turn right climb to 2300 to Detroit VOR or Ford "H".
	Flat Rock Int.	280 5.0	2000							
	Willow Run LOM	101 11.0	2000							
	Ann Arbor FM	097 19.0	2000							
	Int SW crs QG LFR & SW crs RML ILS or 032 Brg to LOM	032 6.0	2000							
	Detroit VOR	172 10.0	2000							
	Int 279 crs to RML VOR & NE crs ILS or 212 brg to LOM	212 11.0	2000							
	Int 326 crs to RML VOR & 280 brg to LOM	280 5.0	2000							
	Int 013 crs to RML VOR & SW crs ILS or 032 brg to LOM	032 12.0	2000							
	Int 080 crs to RML VOR & 110 brg to LOM	110 21.0	2200							
	Int 051 crs to RML VOR & 090° brg to LOM	090 14.0	2000							
FLINT, MICHIGAN Procedure No. 2	Correct AIRGI Vol 9 No. 7- column 2 to read: Int E crs Lansing and N crs Detroit.									
GLENS FALLS, N.Y. Warren County Arpt 328 BMH - GFL Procedure No. 1 Effective date: 6/29/54	Albany LFR	028 39.0	3000	E side of crs 190 - outbnd 010 - inbnd 2500' - within 10 mi	1300	On arpt	T-d T-n C-dn A-dn	500-1 500-2 1000-1.5 1000-2 BCOB	500-1 500-2 1000-2 1000-2 BCOB	Within 0.0 miles after passing Glens Falls MH, make an immediate right climbing turn to 3000 on a track of 190° within 10 miles.
Procedure No. 2 Effective date: 6/29/54 Using FM owned and operated by Colonial Airlines.	Albany LFR	028 39.0	3000	E side of crs 190 - outbnd 010 - inbnd 2500' - within 10 mi	1300 over Glen Falls FM Descend to Airport minimums after passing Glens Falls FM	FM to arpt 010 2.0	Not for publication. Minimums premised on private facility.			Within 0.0 miles after passing Glens Falls, MH, make an immediate right climbing turn to 3000' on a track of 190° within 10 mi. #Straight-in apch may be conducted from the Saratoga Springs FM via a 56° crs from Saratoga Springs FM to a 10° bearing to the Glen Falls MH. Descend to final apch altitude after establishing 10° crs to Glen Falls MH. Distance Saratoga Spgs FM to Int 10° crs to Glens Falls MH 10 miles.
	Saratoga Springs FM	028 17.0	#2500							
MILWAUKEE, WISC. Gen. Mitchell Fld Procedure No. 1	PROCEDURE CANCELLED superseded by combination ADF-ILS dated 7/15/54									
OMAHA, NEBR. Omaha Airport Procedure No. 1	Procedure superseded by combination ADF- ILS dated 6/9/54									
PENSACOLA, FLA. Hagler Field 121 LOM - PN Prpcedure No. 1 Effective date: 7/8/54	Int. NE crs Saufley LFR & 160° brg to LOM (final)	162 3.5	700	E side 340 - outbnd 160 - inbnd 1300' - within 15 mi (NA beyond 15 mi)	700	162 4.2	T-dn C-dn S- dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles...climb to 1200' on 162° crs from LOM within 20 miles.
ROCKLAND, MAINE Rockland Mun Airport 49 MHW RKD 353 hc Procedure No. 1 Effective date: 6/18/54 Facility owned and operated by Northeast Airlines.				E side of crs 213 - outbnd 033- inbnd 1500' - 10 miles	700	033 4.0	T-dn C-dn S-dn 3 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4 miles make a right climbing turn to 2000' on track of 68° mag within 15 mi of Rockland MHW facility. Caution: Lights inoperative on Runway 17-35
SAN FRANCISCO, CALIF. San Francisco Int'l Airport	Procedure superseded by combination ADF-ILS procedure dated 6/30/54									
ST. PETERSBURG, FLA. Pinellas County Arpt Procedure No. 1 Dated: 8/1/52	PROCEDURE CANCELLED EFFECTIVE DATE: 7/15/54									
Procedure No. 2 Dated: 10/27/52	PROCEDURE CANCELLED EFFECTIVE DATE: 7/15/54									
PONCA CITY, OKLA. Ponca Mun Airport Procedure No. 2 Effective date: 6/26/54	CORRECT AIRGI Vol 9 No. 7 dated June 15, 1954- Columns 6 and 11 - "Blackwell Fix" should be "Kildare Fix".									

DELETE - GREAT BEND, KANSAS AND NORFOLK, NEBRASKA PROCEDURE FROM AIRGI VOL 9 NO. 7 DATED JUNE 15, 1954.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SARASOTA, FLA. Sarasota-Bradenton Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 7/17/54									
WICHITA, KANSAS Municipal Airport 1332 LOM - IC Procedure No. 1 Effective date: 7/9/54	Wichita LFR	235 11.0	2500	W side of crs 190 - outbnd 010° - inbnd 2500'-within 10 mi (NA beyond 10 mi account ATC) Procedure turn non-standard to avoid McConnell AFB.	2500	010 4.8	T-dn C-dn S-dn 1 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.8 miles...climb to 3000' on outbnd ADF crs 010° intercept and proceed on NW crs ICT LFR within 25 mi or alternate missed approach when directed by ATC make 180° left turn climbing to 2500' proceed to LOM and hold, turn left, climb to 2900' on the 215° crs from ICT VOR within 25 miles. Caution: Simultaneous approaches and holding being conducted on Derby Rbn to McConnell AFB.; 2049' MSL TV twr 9.0 mi NNE of airport, 2449' MSL TV twr 10 mi NNW of airport.
	Wichita VOR	163 10.0	2500							
	Viola Rbn	039 14.0	2500							
	Anness Int	068 13.0	2500							
	Oxford Rbn	324 26.0	2500							
	Derby Rbn	277 9.0	2500							
	Mayfield Int	010 21.0	2500							
	Rock Int	290 25.0	2500							
	Rome Int	330 23.0	2500							

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	6	6	7	8	9
CHICAGO, ILLINOIS Midway Airport 618 Procedure No. 1 Effective date: 7/6/54	All sectors 2360°- within 20 mi 2500- within 25 mi	13R	T-dn C-dn S-dn A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2			Climb to 2300' and proceed S on N and S crs of Harvey LFR to Momence Int. * Following dual runways authorized with minimums listed, 4, 9, 13, 18, 27, 31, 36.
		*	T-dn C-d C-n S-d S-n A dn			300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 500-1.5 500-1.5 800-2	
		22L-R	T-dn C-d C-n S-d S-n A-dn			300-1 600-1 600-1.5 600-1 600-1.5 800-2	300-1 600-1.5 600-1.5 600-1.5 600-1.5 800-2	

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
BAKERSFIELD, CALIF. Kern Co. Arpt #1 515 ILS - BFL Procedure No. 1 Effective date: 7/15/54	BFL - LFR	SE crs ILS	141 1.5	2000	*S side SE crs 119 - outbnd 299 - inbnd 1900'- within 10 mi of OM (NA beyond 10 mi)	1900	1820 4.71	690 0.62	T-dn C-dn S-dn 30 A-dn	300-1 700-2 400-0.75 800-2	300-1 700-2 400-0.75 800-2	Climb to 3000' on NW crs BFL LFR within 25 mi or to 2000' on track of 319° from BFL VOR. Alternate Missed Approach. When directed by ATC, climb to 2000' on SW crs of BFL LFR within 15 mi. *Procedure turn S side for more favorable terrain. CAUTION: Numerous unlgtd TV receiving antennae in apch areas to runways 25 , 30, 34.
	BFL - VOR	"	131 4.0	2000								
BILLINGS, MONT. Billings Mun Arpt 3612 ILS - BIL LOM - BI Procedure No. 1 Effective date: 7/1/54	BIL LFR	LOM	082 2.5	5000	N side E crs 263 - outbnd 263 - inbnd 5000' - within 10 mi of LOM*	5000	4660 4.3	3720 0.6	T-dn C-d C-n S-dn 25 ILS A-dn	300-1 500-1 500-2 400-1 800-2	300-1 500-1.5 500-2 400-1 800-2	After passing LMM (ADF), climb to 5500' on W crs BIL LF range within 15 miles of LF range. *15 -20- 25 miles NA account high terrain.
	BIL VOR	LOM	073 9.0	5500			ADF 5000					
	Nibbe FM	E crs ILS	223 17.0	5000								
	Park City FM	W crs ILS	062 10.0	5500								
BURLINGTON, VT. Municipal Airport 334 ILS - BTV LOM - BT Procedure No. 1 Effective date: 7/1/54	Burlington LFR	LOM	320 3.5	1500	N side NW crs 326 - outbnd 146 - inbnd 1800'- within 10 mi *Procedure turn N due to terrain S of approach course.	ILS 1800 ADF 1000 over LOM	1755 5.6	600 0.9	T-dn C-d ILS ADF C-n ILS ADF S-dn 15 ILS ADF A-dn	300-1 500-1 600-1 500-1 600-1 400-0.75 600-1 800-2	300-1 600-1.5 600-1.5 600-1.5 600-1.5 400-0.75 600-1 800-2	5.6 mi. after passing LOM (ADF) make a climbing right turn to 4500' on crs of 205° from ILS LOM or the S crs of the Burlington LFR.
	Plattsburg VOR	LOM	171 20.0	1900								
	Vergennes FM	LOM	023 27.0	2000								

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CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: SIDE OF FINAL, APCH. CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	TYPE OF AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
DETROIT, MICH. Willow Run Airport 716 ILS - YIP LOM - YI Procedure No. 1 Comb: ILS - ADF Effective date: 7/7/54	Detroit LFR	LOM	255 12.0	2300	W side of SW crs 230 - outbnd 050 - inbnd 2300' - within 25 mi	ILS 2300 ADF 1500	2251 5.9	932 0.7	T-dn C-dn S-dn 4R ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 5.9 miles of LOM (ADF) climb to 2000' on 050° crs to N crs of Detroit range, or to Detroit VOR or as directed by ATC. 1. Make right climbing turn, proceed to Detroit LFR via W crs at 2300'. 2. Make left climbing turn, return to Willow Run LOM at 2300'.
	Ann Arbor FM	LOM	092 8.0	2300								
	Int N crs RML-LFR & NE crs ILS	LOM	230 14.0	2300								
	Int N crs TOL-LFR & SW crs ILS (final)	LOM	050 8.0	2300								
	Detroit VOR	LOM	228 12.0	2300								
	Int 80° crs to DET-VOR & 135° brg to LOM	LOM	135 8.0	2300								
	Int 028 crs to DET-VOR 324° brg to LOM	LOM	324 5.0	2300								
	Int 326° crs to DET-VOR & 280 brg to LOM	LOM	280 17.0	2300								
	Int 51° crs to DET-VOR & 54° brg to LOM	LOM	054 5.0	2300								
	Int 013° crs to DET-VOR & 324° brg to LOM	LOM	324 10.0	2300								
EVANSVILLE, IND. - Dress Memorial Airport Procedure No. 1	CORRECT AIRGI VOL 9 No. 2 dated April 6, 1954 - Correct column 13 to read: " Within 4.5 miles, after passing LOM (ADF), make left climbing turn, climb to 2000' on 180° bearing from LOM to 260° crs to Evansville VOR. Proceed to EVV VOR via 260° crs to station. If further instructions not received, hold SW of VOR at 2000', or when directed by ATC, make climbing right turn, climb to 2000' on 320° bearing from LOM to 355° crs from EVV VOR. Proceed N on this crs within 25 miles." CAUTION: Radio tower 920' MSL 4.5 miles SW of airport.											
FT. WAYNE, IND. Baer Field 801 ILS - FWA LOM - FW Procedure No. 1 Comb: ILS- ADF Effective date: 7/9/54	Int NW crs FWA-LFR & NW crs ILS	LOM	135 23.0	2200	E side of SE crs 135 - outbnd 315 - inbnd 2100' - within 25 mi	ILS 2100 ADF 1600	2085 4.4	1079 0.8	T-dn C-dn S-dn 31 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 miles, climb to 2100' on NW crs ILS within 20 mi, or when directed by ATC, make left climbing turn to 2100' and proceed back to LOM.
	Int NE crs FWA LFR & ILS crs	LOM	135 5.0	2100								
	Fort Wayne LFR	LOM	097 7.0	2100								
	Int SE crs FWA-LFR & brg 357° to LOM	LOM (final)	357 10.0	2100								
	Int 323° crs to FWA-VOR & brg 350° to LOM	LOM (final)	350 3.0	2100								
	Fort Wayne VOR	LOM	136 11.0	2100								
	Int NE crs FWA-LFR & brg 202° to LOM	LOM	202 10.0	2200								
	Int SW crs FWA-LFR & brg 070° to LOM	LOM	070 15.0	2100								
LUBBOCK, TEXAS Municipal Airport 3256 ILS - LBB BVOR - LBB Procedure No. 2 Effective date: 7/8/54	Lubbock VOR	Broadway Int.	138 10.0	5100	E side S crs 168 - outbnd 348 - inbnd 5100' - within 15 mi (NA beyond 15 mi)	Broadway Int. 4600	Broadway Int. 4.8 mi		T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.8 miles climb to 4500' on N crs of ILS within 25 mi or to 4500' on E crs of LBB LFR or climb to 4500' on crs of 110° from LBB VOR. Broadway Int. S crs LOC and LBB radial 138.
	Lubbock LFR	"	100 13.0	5100								
MILWAUKEE, WISC. General Mitchell Airport 658 ILS - MKE LOM - MK Procedure No. 1 Comb: ILS- ADF Effective date: 7/10/54	Milwaukee LFR	LOM	194 2.5	2000	E side S crs 185 - outbnd 005 - inbnd 2000' - within 25 mi of LOM	ILS 2000 ADF 1400 over LOM	2006 4.6	918 0.7	T-dn C-dn S-dn 1 ILS ADF A-dn	300-1 600-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 4.6 miles after passing LOM (ADF), climb to 2700' on N crs Milwaukee LFR within 25 mi, or when directed by ATC, make climbing turn to left, climb to 2500' on 279° crs from Milwaukee VOR within 25 mi.
	Franksville FM	LOM	353 7.0	ILS 2000 ADF 1400								
	Genessee FM	LOM	105 25.0	2000								
	Int N crs MKE-LFR and ILS S crs	LOM	185 4.0	2000								
	Int E crs MKE-LFR and 270° brg to LOM	LOM	270 10.0	2000								
OMAHA, NEBR. Omaha Airport 982 ILS - OMA LOM - OM Procedure No. 1 Comb: ILS - ADF Effective date: 7/9/54	Omaha VOR	SE crs ILS	259 4.0	2700	W side NW crs 315 - outbnd 135 - inbnd 2400' - within 25 mi	ILS 2200 ADF 1900	2107 4.6	1181 0.7	T-dn# C-d C-n S-dn 14L ADF d n A-dn	300-1 500-1 500-1.5 400-0.75 500-1 500-1.5 800-2	300-1 500-1.5 500-2 400-0.75 500-1 500-1.5 800-2	Within 4.6 mi after passing LOM (ADF), climb to 2700' on SE crs ILS or when directed by ATC, (1) Climb to 2500' on the SE crs ILS and proceed to and intercept E crs of Omaha LFR at 2600'. (2) Climb to 2500' on SE crs ILS and intercept a ADF track of 90° outbnd from OMA-LFR within 25 mi. (3) Climb to 2700' on SE crs OMA-LFR. #Climb to 2000' MSL prior to proceeding in a westerly direction. Caution: Bluff 1339' MSL 1.5 mi E of airport. TV twrs 1739' MSL 5.0 miles NNW and 1705' MSL 3.0 mi SW, stack 1192' MSL 0.8 miles SSE of LOM.
	Omaha LFR	NW crs ILS	260 0.5	2400								
	California FM	NW crs ILS	176 8.0	2400								
	Int SE crs Omaha LFR & NW crs ILS	LOM	315 1.5	2400								
	Int W crs Omaha LFR & NW crs ILS	LOM	135 0.7	2400								
	Omaha LFR	LOM	164 0.6	2400								
	Omaha VOR	LOM	311 17.0	2700								
SAN FRANCISCO, CALIF. San Francisco Intn'l Airport 11 ILS - SFO LOM - SF Procedure No. 1 Effective date: 6/30/54	SFO LFR	*Belmont FM (via SE crs. SFO-LFR)	108 6.0	1700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with & within the confines of the SFO LOM holding pattern. Final apch crs. 100 - outbnd 280 - inbnd	1700	1660 6.4 ADF 1700	230 0.66	T-dn C-dn S-dn 28 ILS ADF 28R/L A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 6.4 miles after passing LOM (ADF) climb to 3000' on NW crs of SFO LFR or on 285° track from LOM within 25 mi or as directed by ATC. *After passing thru Belmont FM, make left turn of 180° to intercept localizer crs SE of LOM inbnd (280°) Deviation from standard criteria authorized in regular apch ceiling minimums due to high terrain SW of airport.
	SFO VOR	LOM	290 20.0	1700								
	Moffett LFR	LOM	299 18.0	1700								
	Newark FMHW	LOM	254 12.0	1700								
	OAK LFR	LOM	175 12.0	ILS 2000 ADF 3000								
	OAK VOR	LOM	167 11.0	ILS 2000 ADF 3000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: 1 SIDE OF FINAL APCH. CRS (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
TALLAHASSEE, FLA. Dale Mabry Airport 70 ILS - TLH LOM - TL Procedure No. 1 Effective date: 7/18/54 Comb: ILS- ADF	Tallahassee VOR	OM	143 11.0	1400	E side SE crs 122 - outbnd 302 - inbnd 1400'- within 15 mi (NA beyond 15 mi)	ILS 1300 ADF over LOM 900	1306 4.1	285 0.57	T-dn C-dn S-dn 30 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.1 mi (ADF) turn right climb to 1400' on N crs. TLH LFR or TLH VOR radial 002° within 25 miles, or when directed by ATC turn left, climb to 1300' on S crs TLH LFR or TLH VOR radial 190° within 25 miles. Caution: 244' MSL tank (174' above airport) lctd 1500' left (south) of apch lgts. Also, 300' unlgtd terrain 1.0 miles NE of airport.
	Tallahassee LFR	LOM	109 6.0	1400								
	Int. SE crs ILS & TLH VOR radial 140 (final)	OM	302 1.0	ILS 1300 ADF 500								
	Int. NW crs ILS & TLH VOR radial 288	OM	122 26.0	1400								
	Int. TLH VOR radial 088 and 043 brg from ILS LOM	LOM	223 12.0	1400								
TAMPA, FLA. Tampa Intn'l Arpt 26 ILS - TPA LOM - TP Procedure No. 1 Comb: ILS- ADF Effective date: 7/15/54	Tampa VOR	OM	053 17.0	1200	W side N crs 360 - outbnd 180 - inbnd 1200'- within 25 mi	ILS 1200 ADF 700 over LOM	1220 4.6	220 0.61	T-dn C-dn S-dn 18 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Within 4.6 mi after passing LOM (ADF), turn right--* to 225 degrees climb to 1500' intercept and proceed west on 285° crs from TPA-LFR or 260° crs to & then from TPA VOR within 25 miles. Caution: Simultaneous apchs at MacDill AFB seven miles South.
	Tampa LFR	LOM	348 12.0	1500								
	Tampa VOR radial 086	OM	180 2.5	1200								
Procedure No. 2 Effective date: 7/15/54	Tampa LFR	MacDill Fix*	270 2.5	1200	E side S crs 180 - outbnd 360 - inbnd 1500'- within 25 mi	No glide path	No markers Altitude over MacDill Fix* on final 1000 Distance to Runway 36 5.3		T-dn C-dn S-dn 36 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.3 miles climb to 1200' on N crs of ILS within 25 miles. Note: Procedure authorized only for acft equipped to receive TPA ILS and TPA LFR or VOR bearings simultaneously *MacDill Fix is the intersection of the South crs. of TPA ILS and TPA VOR radial 094° or a 220° brg from TPA-LFR.
	Tampa VOR	" "	090 13.0	1500								
	Int. S crs ILS & SW crs TPA LFR or TPA VOR radial 114° (final)	" "	360 5.0	1000								
	Int. N crs ILS & TPA VOR radial 046°	" "	180 12.0	1200								
YAKIMA, WASH. Yakima Airport 1077 ILS - YKM Procedure No. 1 Effective date: 6/15/54	Yakima - LFR	LOM	090 3.5	3500	*S side of crs 088 - outbnd 268 - inbnd 3500'-within 5 mi 4000'-within 10 mi (NA 15, 20 & 25 mi)	3400	3377 8.0	1318 0.7	T-dn C-d C-a S-dn 27 A-dn	400-1 800-2 800-2 400-1 800-2	400-1 800-2 1000-2 400-1 800-2	Climb on localizer crs 268° outbnd 088° inbnd within 5.0 mi of Stn. to 3500' ---all turns N side of crs. *Procedure turn S side of crs for more favorable terrain. #Take-off minimums 500-1 day, 800-2 night, runways 22-4 and 34. Runway 16 minimum 800-2.
	Yakima - VOR	LOM	115 4.5	3500								
	Selah Int.	LOM	096 11.0	3500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

Post Deadline Data

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
INDIANAPOLIS, IND. Stout Field Procedure No. 1	PROCEDURE CANCELLED									
JOPLIN, MO. Joplin Airport Procedure No. 1	PROCEDURE CANCELLED									
MILES CITY, MONT. Municipal Airport 2631 SBMRAZ - DTV - MLS Procedure No. 1 Effective date: 7/19/54	MLS VOR	180 1.5	4500	S side W crs 235 - outbnd 055 - inbnd 4500' - within 25 mi	3500	055 2.2	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 2.2 miles, climb to 4300' on E crs within 20 miles of MLS LFR.
SIOUX FALLS, S. DAK. Municipal Airport 1423 SBRAZ - DTV SUJ Procedure No. 1 Effective date: 7/16/54	SUJ VOR	175 4.0	2700	W side of NW crs 297 - outbnd 117 - inbnd 2700' - within 10 mi 2800' - within 25 mi	2200	092 2.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.2 miles climb to 3000' NE crs within 25 miles SUJ LFR
WATERTOWN, S. DAK. Watertown Airport Procedure No. 1 Dated: 8/1/52	PROCEDURE CANCELLED									
WATERTOWN, S. DAK. Watertown Airport 1747 BMRLZ - DTV - ATY Procedure No. 1 Effective date: 7/16/54	ATY VOR	140 5.0	3000	N side E crs 077 - outbnd 257 - inbnd 3000' - within 25 mi	2500	252 2.9	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.9 miles climb to 3000' on W crs within 25 miles. Note: ADF procedure not authorized.

Post Deadline Data

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
MINOT, N. DAK. Port O'Minot Airport 1723 BVOR - DTV - MOT Procedure No. 1 Effective date: 7/17/54	MOT LFR	029 6.0	2900	N side of crs 061 - outbnd 241 - inbnd 2700' - within 25 mi	2200	241 5.6	T-dn C-dn S-dn 25 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.6 miles climb to 3400' on crs of 241° within 25 miles MOT VOR.
RAPID CITY, S. DAK. Rapid City Airport 3172 BVOR - DTV - RAP Procedure No. 1 Effective date: 7/17/54	RAP LFR	327 8.0	5000	*E side of crs 345 - outbnd 165 - inbnd 4400' - within 15 mi (NA beyond 15 mi)	3900	139 9.2	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 9.2 miles climb to 5600' on 170° crs from RAP VOR within 25 miles. *Procedure turn non-standard because of terrain W.
SIOUX FALLS, S. DAK. Municipal Airport 1423 BVOR - DTV - SUJ Procedure No. 1 Effective date: 7/16/54	SUJ LFR	355 4.0	2700	W side of crs 327 - outbnd 147 - inbnd 2700' - within 25 mi	2200	147 4.7	T-dn C-dn S-dn 15 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.7 miles climb to 3000' on crs of 60° within 25 miles of VOR.
SPRINGFIELD, MO. Springfield Airport 1267 BVOR - SGF Procedure No. 1 Effective date: 7/15/54	Springfield LFR	049 7.0	2300	W side of crs 013 - outbnd 193 - inbnd 2300' - within 25 mi	1800	193 7.8	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 500-2 800-2	Within 7.8 miles....climb to 2700' on crs 193° from the Springfield VOR within 25 miles.
VICHY, MO. Vichy Airport 1148 BVOR - VIH Procedure No. 1 Effective date: 7/15/54	Vichy LFR	012 4.5	2200	N side of crs 062 - outbnd 242 - inbnd 2200' - within 25 mi	1700	242 3.3	T-dn C-dn S-dn 22 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.3 miles..climb to 2600' on crs 242° from the Vichy VOR within 25 miles. Runway lights on call from Vichy radio.
WATERTOWN, S. DAK. Watertown Airport 1747 BVOR - DTV - ATY Procedure No. 1 Effective date: 7/16/54	ATY LFR	320 5.0	2900	W side of crs 357 - outbnd 177 - inbnd 2900' - within 10 mi 3000' - within 15 mi 3200' - within 25 mi	2400	177 4.1	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.1 miles, climb to 3000' on crs 177° within 25 miles of VOR.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (6-29-54)

SPECIAL NOTICE
Pilots are requested, when calling CAA airway communications stations or control towers, to indicate the frequency on which a reply is expected.

SPECIAL NOTICE
PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS. See Page 26

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 42

AIRMAN'S GUIDE

SPECIAL NOTICE
Change in ATC Holding Clearance Phraseology. See page 27

SPECIAL NOTICE
FLIGHTS INTO REMOTE AREAS OF CANADA See page 27

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RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 26

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	COCA	—●—●	L	LIMA	●—●●	U	UNION	●●—
D	DELTA	—●●	M	METRO	——	V	VICTOR	●●●—
E	ECHO	●	N	NECTAR	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	EXTRA	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate contiquously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(7-13-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 126.5, 126.18, 257.8 mc	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc.	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 110.3, 118.7, 119.3, 121.1, 126.18, 137.88, 257.8mc	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	118.1, 119.7, 120.3, 120.5, 126.18, 132.3, 135.9, 137.88, 255.4 (Cn req 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Guards 122.1 (on-request 125.1, 125.7, 125.9 mc)
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.1, 118.5, 126.5, 137.88, 363.8, 136.8, [redacted] 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports. PPI not authorized.

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEC. MAG.	MM alter. • & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
→ Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR	13.75	272 BU	Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi. LOM is Canoga Park MHW
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	260 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	206 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	350 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL.: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.00	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler						375 NS		400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME [redacted]
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME [redacted]
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. + & − **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shre eport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	218 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI			0.63	356 EI	5.42	356 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME [redacted]
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	382 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. D E
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	43	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVC	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	[redacted]	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.1	61	0.66		7.15	224 AB	

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME ✓
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7W	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME ✓
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3),#, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	DME (test)
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.9;V;121.5,126.7, 122.2;379	(3),#	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		
[redacted]	[redacted]	[redacted]	[redacted]		
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
[redacted]	[redacted]	[redacted]	[redacted]		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2	(3),255.4	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7, 122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
[redacted]					
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7, 122.2	(3),#	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME (test)
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Marysville	TVBJ		305;V;121.5,126.7, 122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0 [redacted]	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		[redacted]
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18,120.5,257.8,243.0	(2),#	[redacted]
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
"McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
[redacted]	[redacted]	[redacted]	[redacted]		
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Nicholas Is. (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV.	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
[redacted]	[redacted]	[redacted]	[redacted]		
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 384 N
(1) "	BVOR	AKO	114.4		[redacted]
Aurora	HW	AUR	296		
Colorado Springs	MHW	COS	239		
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DVBJ ,	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7	(3),#,255.4	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB.	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5	(2),#	(0645-2245)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0600-2200)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#, (125.1, 125.7, 125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 1368,122,1267	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME (test)
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME (test)
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME (test)
" Intnl	AC(g)		278;118.3,121.5,118.1. 126.18 ,257.8,	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142,74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;1199,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5, 118.1, 118.5, 121.5 , 126.5, 136.8, 137.88, 142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME (test)
W. Palm Beach	SBRA-DTV	PBI	209;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME (test)
"Palm Beach AFB	AC(g)		278;1191,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	DME (test)
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
(1)Bradford	BVOR-DTV	BDF	114.7;V;121.5,126.7,122.2	(3),#,255.4	DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2) , #	(sunrise-2100)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0600-2200)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
Goodland	BH-TV	GLD	353;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	GLD	115.1		
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	365		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,118.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	*MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(1); #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		DME (test)
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DV	ADW	379;126.7,122.2	(3)-135.9	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0600-2200)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	MHW	CAH	317		
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	266		
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); #	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	391		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MH	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2030)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0700-sunset)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,137.88, 126.5,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;1183,1215 2578	(2), #	
" "	VHF/DF			100-156 mc	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	DME
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	95 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2	(3)	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
Chadron	BMH-TV	CDR	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	CDR	113.4		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385 [redacted]	[redacted]	71 N 170 A 251 N 350 A
[redacted]	[redacted]		[redacted]	[redacted]	
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		DME (test)
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0800-2300 wkdys 10-19 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;224	(3),#,255.4	DME (test)
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g.; (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3	(2),#	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVAR	AVL	108.3		21 AY 111 BA 201 NB 291 YN
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 205 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 142.74,121.5,274.3,126.5	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0700-2300)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	[redacted]
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
	[redacted]				
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		[redacted]
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	(1)	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		[redacted]
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3),#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8	(2),#	
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,137.88, 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,2430	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	[redacted]
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	365;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18,151.56,257.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	DME
(1)Culberson	VORW	CXN	113.4		
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME (test)
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio	HW	DLF	287		
Laughlin AFB					
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
" "	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0600-2200)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville	CI		266;121.3,121.5,126.18	(1),#	(0730-1600
Majors Fld					xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
INSACS-San Antonio					
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7-13-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		206;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	121.5,255.4	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,119.9,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DV	ARV	233;126.7,122.2	(3)-135.9	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
" Preston Glenn	C(g)		248;119.9	(2),#	
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	(1)	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req,#	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	JV		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7	(3)	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5	(2),#,257.8	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME(test)
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3); 6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406 kc; 121.5 mc	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

✓ INTERCEPTION PATTERN FOR DAY-VISUAL IDENTIFICATION OF AIRCRAFT: The Air Defense Command advises that the "Interception Pattern for Day-Visual Identification of Aircraft", as published in the Flight Information Manual (Volume 7, Part 1, May 1953) page 101, has been modified to eliminate the initial pass ahead of the intercepted aircraft. The new procedure is graphically illustrated on page 102 of the new FIM, dated May 25, 1954.

Attention is directed to the following excerpts from the text accompanying the new pattern:

"Fighter-interceptor pilots are ordered to make every effort to prevent startling the intercepted aircraft air crews or passengers.

"Ordered intercepts are essential to the defense of the country and will continue as required. Close adherence to Part 620 of the Regulations of the Administrator by all pilots will minimize the necessity for intercepts. Deviations result in unknown or suspicious tracks on air defense radars and intercepts must be ordered for identification.

"Pilots being intercepted must hold a steady course and altitude. The intercept pattern has been developed and interceptor pilots well trained in its use to identify aircraft without creating additional hazard. Taking evasive action precludes precise following of the intercept pattern and creates a collision hazard. Also pilots are urged not to shine Aldis lamps or other lights into the interceptor cockpit at night, blinding the pilot and creating a hazard.

"The Air Defense Command will investigate all reports of apparent flagrant disregard for the safety of intercepted aircraft on the part of interceptor pilots and take appropriate disciplinary action."

PILOTS WARNED OF MAINTENANCE IN PROGRESS AT NAVAIDS: After June 14, during routine or emergency maintenance periods, which have been advertised in the usual manner, identification will be removed from certain Federal Airways System Navaids, namely, ILS localizers, VHF ranges (VOR, TVOR & VAR), and L/MF ranges. This new policy relative to signaling pilots that maintenance work is in progress at these Navaids was set forth in Federal Airways All Regional Letter No. 268, dated May 14, 1954, entitled "Removal of Identification During Maintenance Periods." The removal of identification serves as an additional warning to pilots that the facility has been officially taken over by "Maintenance" for tune-up or repair and may be unreliable even though on the air intermittently or constantly. This procedure is not to be considered in any way as a substitution for the official NOTAM covering "maintenance shutdown" but instead, is an adjunct to same as outlined above.

CHANGE IN ATC HOLDING CLEARANCE PHRASEOLOGY: Effective July 1, 1954, ATC will no longer use the term "nonstandard pattern" when issuing holding instructions to IFR flights. The standard elliptical holding pattern, as described in the Flight Information Manual, is made up of right-turns and is two minutes long. Any holding pattern becomes a nonstandard pattern if either or both of these two components are different. Clearances for holding in nonstandard patterns will contain a brief description of the nonstandard feature/s of the pattern. Absence of instructions regarding the direction of turns will mean that right-turns should be flown. Absence of instructions regarding the length of the pattern will mean that a two-minute pattern should be flown.

A clearance for holding in a right-turn, one-minute pattern will only contain the length of pattern, i.e., "ONE-MINUTE PATTERN".

A clearance for holding in a left-turn, two-minute pattern will only contain the direction of turns, i. e., "LEFT-TURNS".

A clearance for holding in a left-turn, one-minute pattern will contain both the direction of turns and length of pattern, i. e., "LEFT-TURNS, ONE-MINUTE PATTERN".

√FLIGHTS INTO REMOTE AREAS OF CANADA: Prior to planning flights into remote or sparsely settled areas of Canada, pilots are cautioned to become acquainted with the recommendations and requirements of the Canadian Department of Transport, contained in their Information Circulars 0/6/54 (Flight Precautions in Sparsely Settled Areas) and 0/8/54 (The Royal Canadian Air Force Search and Rescue Service). The information covered by these two circulars is available at all airport traffic control towers and communications stations in the United States and is also carried in the International Flight Information Manual Volume 5, dated June 1, 1954. This Manual may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 50 cents per copy.

√LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

FSG	Fort Snelling, Minn. (assignment)
HFL	Jacksonville, Fla., Herlong Field (assignment)
LRN	Lawrenceville, Ga., VOR (assignment)
PUB	Pueblo, Colo., Pueblo Airport #2 (change from PUO)
PUO	Pueblo, Colo., Pueblo Airport #2 (PUO deletion)
WAF	Washington, D. C., USAF Weather Central (assignment)

√MINIMUM EN ROUTE IFR ALTITUDES: Effective August 3, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 6 is amended to read in part:		
Palacios, Texas (LFR)	Galveston, Texas (LFR)	1,200
Galveston, Texas (LFR)	Port Arthur (INT), Texas	1,400
Port Arthur (INT), Texas	Lake Charles, La. (LFR)	1,500
(2) Amber Civil Airway No. 4 is amended to read in part:		
Waco, Texas (LFR)	Clifton (INT), Texas	2,000
Clifton (INT), Texas	Stadium (INT), Texas	2,000
Stadium (INT), Texas	Ft. Worth, Texas (LFR)	2,200
(3) Red Civil Airway No. 1 is amended to eliminate:		
Denver, Colo. (LFR)	Int. S crs Akron, Colo. (LFR) & 267° magnetic bearing from Goodland, Kans. (LF/RBN)	6,900
Int. S crs Akron, Colo. (LFR) & 267° mag. brg from Goodland, Kans. (LF/RBN)	Goodland, Kans. (LF/RBN)	6,000
(4) Red Civil Airway No. 68 is amended to read in part:		
Palo Pinto (INT), Texas	Stadium (INT), Texas	2,500
Stadium (INT), Texas	Hensley (INT), Texas	2,700
Hensley (INT), Texas	Dallas, Texas (LFR)	2,100
(5) Red Civil Airway No. 96 is amended to read in part:		
Palacios, Texas (LFR)	Arcola (INT), Texas	1,400
Arcola (INT), Texas	Houston, Texas (LFR)	1,200
(6) Blue Civil Airway No. 5 is amended to read in part:		
Houston, Texas (LFR)	Fairbanks (INT), Texas	1,700
Fairbanks (INT), Texas	Bryan, Texas (LFR)	1,600
(7) Blue Civil Airway No. 23 is amended to eliminate:		
White Lake (INT), Mich.	Flint, Mich. (LFR)	2,200
(8) Blue Civil Airway No. 24 is amended to read in part:		
El Centro, Calif. (LFR)	*Salton (INT), Calif.	9,000
*12,000' - Minimum crossing altitude at Salton (INT), N-bound		
Salton (INT), Calif.	*Palm Springs (INT), Calif.	12,000
*12,000' - Minimum crossing altitude at Palm Springs (INT), N-bound		
(9) Blue Civil Airway No. 47 is amended to read in part:		
Blackstone, Va. (LFR)	*Gordonsville, Va. (LFR)	3,000
*3,000' - Minimum crossing altitude at Gordonsville (LFR), N-bound		
(10) Blue Civil Airway No. 62 is amended to read in part:		
Romulus, Mich. (LFR)	White Lake (INT), Mich.	2,200
White Lake (INT), Mich.	Flint, Mich. (ILS/LOM)	2,300
Flint, Mich. (ILS/LOM)	Saginaw, Mich. (LF/RBN)	2,100
(11) Blue Civil Airway No. 79 is added to read:		
Petersburg, Alaska (LFR)	Thane (INT), Alaska	8,000
Thane (INT), Alaska	Haines, Alaska (LF/RBN)	9,000
Haines, Alaska (LF/RBN)	U. S. Canadian Border	11,000
(12) VOR Civil Airway No. 7 is amended to read in part:		
Tampa, Fla. (VOR)	*Homo (INT), Fla.	1,400
*Homo (INT), Fla.	Cross City, Fla. (VOR)	**3,000
*3,000' - Minimum reception altitude		
**1,400' - Minimum terrain clearance altitude		
(13) VOR Civil Airway No. 8 is amended to read in part:		
Imperial, Nebr. (VOR)	Grand Island, Nebr. (VOR)	*6,000
Via S alternate	Via S alternate	*8,500
*4,300' - Minimum terrain clearance altitude		
(14) VOR Civil Airway No. 15 is amended to read in part:		
Houston, Texas (VOR)	College Station, Texas (VOR)	1,700
(15) VOR Civil Airway No. 16 is amended to read in part:		
Ft. Worth, Texas (VOR)	Dallas, Texas (VOR)	
Via direct or N alternate	Via direct or N alternate	2,200
Via S alternate	Via S alternate	2,700
Montebello, Va. (VOR)	Gordonsville, Va. (VOR)	6,000
Gordonsville, Va. (VOR)	*Locustgrove (INT), Va.	3,000
*2,000' - Minimum reception altitude		
(16) VOR Civil Airway No. 22 is amended to eliminate:		
New Orleans, La. (VOR)	Horn (INT), Miss.	*5,000
**Horn (INT), Miss.	Mobile, Ala. (VOR)	2,000
*1,600' - Minimum terrain clearance altitude		
**5,000' - Minimum reception altitude		
(17) VOR Civil Airway No. 39 is amended to read in part:		
Gordonsville, Va. (VOR)	Herndon, Va. (VOR)	3,000
(18) VOR Civil Airway No. 53 is amended to read in part:		
Tri-City, Tenn. (VOR)	Daley (INT), Ky.	6,200
*Daley (INT), Ky.	Lexington, Ky. (VOR)	3,500
*5,000' - Minimum crossing altitude at Daley (INT), SE-bound		
(19) VOR Civil Airway No. 66 is amended to read in part:		
Culberson, Texas (VOR)	Orno (INT), Texas	6,300
Orno (INT), Texas	Midland, Texas (VOR)	8,000
(20) VOR Civil Airway No. 75 is amended to read in part:		
Flat Rock, Va. (VOR)	*Gordonsville, Va. (VOR)	2,000
*3,000' - Minimum crossing altitude at Gordonsville (VOR), NW-bound		
(21) VOR Civil Airway No. 79 is amended to read in part:		
Culberson, Texas (VOR)	Orno (INT), Texas	6,300
Orno (INT), Texas	Wink, Texas (VOR)	4,300
(22) VOR Civil Airway No. 89 is amended to read in part:		
Rapid City, S. D. (VOR)	Chadron, Nebr. (VOR)	
Direct or E alternate	Direct or E alternate	5,600
(23) VOR Civil Airway No. 107 is amended to read in part:		
Coalinga, Calif. (VOR)	*Oakland, Calif. (VOR)	7,000
*2,500' - Minimum crossing altitude at Oakland (VOR), SE-bound		
(24) VOR Civil Airway No. 117 is amended to eliminate:		
Waco, Texas (VOR)	Morgan (INT), Texas	2,000
Morgan (INT), Texas	Mineral Wells, Texas (VOR)	2,300
Mineral Wells, Texas (VOR)	Bowie (INT), Texas	2,300
Bowie (INT), Texas	Ardmore, Okla. (VOR)	2,600
Ardmore, Okla. (VOR)	Oklahoma City, Okla. (VOR)	2,700
Via E alternate	Via E alternate	*2,800
*2,700' - Minimum terrain clearance altitude		

MINIMUM EN ROUTE IFR ALTITUDES (Continued):

From	To	Min. Alt.
(25) VOR Civil Airway No. 160 is amended to eliminate:		
Harrisburg, Pa. (VOR)	Wernersville (INT), Pa.	2,500
(26) VOR Civil Airway No. 162 is added to read:		
Harrisburg, Pa. (VOR)	Wernersville (INT), Pa.	2,500
(27) VOR Civil Airway No. 163 is added to read:		
Waco, Texas (VOR)	Morgan (INT), Texas	2,000
Morgan (INT), Texas	Mineral Wells, Texas (VOR)	2,300
Mineral Wells, Texas (VOR)	Alvord (INT), Texas	2,300
Alvord (INT), Texas	Ardmore, Okla. (VOR)	2,600
Ardmore, Okla. (VOR)	Oklahoma City, Okla. (VOR)	2,700
Via E alternate	Via E alternate	*2,800

*2,700' - Minimum terrain clearance altitude

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or redesignated as indicated:

DESIGNATIONS:

(1) GAP MILLS INTERSECTION - intersection of a direct bearing from Roanoke, Va. LFR stn to Charleston, W. Va. LFR stn with Pulaski, Va. VOR 022° magnetic radial on Red 37

(2) HEREFORD INTERSECTION - intersection Baltimore VOR en route radial to Harrisburg VOR on Victor 33 with Herndon VOR en route radial to Parkton Intersection on Victor 3.

(3) PRESTON INTERSECTION - intersection Salisbury VOR 332° magnetic radial with Dover LFR southwest course on Red 77.

(4) MONMOUTH INTERSECTION (VHF) - intersection of the 182° magnetic radial of the Newberg, Oregon VOR and a 272° mangetic bearing from the Salem, Oregon ILS outer marker

(5) HOMO INTERSECTION - intersection of the Tampa, Fla. omnirange 011° magnetic radial and the Cross City, Fla. omnirange 152° magnetic radial.

REDESIGNATIONS:

(6) BERRY INTERSECTION (VHF) - intersection of the 330° magnetic radial of the Long Beach, Calif. VOR and the 283° magnetic radial of the Ontario, Calif. VOR.

(7) WARREN INTERSECTION - intersection of the 060° magnetic radial of Detroit omnirange and the northwest course of the Windsor LF radio range.

✓ NON-STANDARD HOLDING PATTERN: Effective immediately the following non-standard holding pattern is established:

LA VERNIA RADIO BEACON - direction from holding point - SE; direction of turn - LEFT on SE course of Randolph LF range between the La Vernia radio beacon and a point two minutes SE; Time - two minutes. Min. Alt. 2000'.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 11. Under "E", delete EVV, Evansville, Ind. range on 233 kc.

(2) Page 13. Under "P", add PKB, Parkersburg, W. Va., VOR, 117.9 mc.

(3) Page 21. Correct Pensacola, Fla. telephone number to: 8-4390.

(4) Page 22. Correct Evansville, Ind. CAA telephone number to: 2-8120. Under Iowa, ADD Cedar Rapids CAA telephone 4-3041; DELETE Iowa City; CHANGE Ottumwa to MUrray 2-1846. Under Michigan, change Detroit CAA telephone numbers to: PA 1-0933 and LO-1-4380.

(5) Page 23. Correct Syracuse, N. Y. CAA telephone number to: 54-1421.

(6) Page 24. Correct Akron, Ohio CAA telephone number to ST-4-6222. Correct Cincinnati CAA number to DIxie 5772. Correct Harrisburg, Penn. CAA number to 8-7445; correct Rapid City, S. Dak. CAA number to FI 2-2280; Delete Graham, Tenn.

(7) Page 25. Under Wisconsin, correct Green Bay CAA number to HE 2-8856; correct LaCrosse CAA number to 2-9558.

(8) Page 26. Change phone number at Alexandria, Va. to SO 5-6363; delete Baltimore, Md., Buffalo, N. Y., Clarksburg, W. Va.; E. St. Louis (Monsanto), Ill.; Elmhurst, Ill.; El Paso, Texas; Mobile (Springhill), Ala.; Orlando, Fla.; Roanoke, Va.; Rochester, Minn.; Syracuse, N. Y.; Toledo, Ohio. At Chicago, Ill. delete number PO-7-8640; at Memphis, Tenn. delete number 9-8080; at Rapid City, S. D. change number to FI 2-3788; at Wichita, Kans. change number to WH 3-3244, 3-3245; add Charleston, W. Va. - 2-1373; West Chicago - St. Charles 490; Garland, Texas.

(9) Page 81. Correct latitude for Gordonsville, Va. Mun Arpt to 38-09-15.

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Norfolk	Winston-Salem	WAC 267
Washington	New York Local	WAC 306
Wichita	WAC 118	DF 1

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Denver	7-2-54	Trinidad	7-2-54	JN 29	6-30-54

Instrument Flight Charts

Released since June 21, 1954

AL 26 RNG Atlanta Airport
AL 27 RNG Bush Field
AL 70 RNG Burlington Arpt
AL 76 RNG Charleston AFB/Mun.
AL 161 RNG-1 Fresno-Chandler Arpt.
AL 161 RNG-2 Fresno-Chandler Arpt.
AL 187 RNG Harrisburg State Arpt
AL 206 RNG Hawkins Airport
AL 231 RNG Lewistown Airport
AL 245 RNG Truax Field
AL 253 RNG-1 Memphis Airport
AL 277 RNG Muscle Shoals Arpt
AL 265 RNG Salt Lake City Municipal
AL 391 RNG Barksdale AFB
AL 435 RNG Moody AFB
AL 443 RNG Wash. National Airport
AL 461 RNG Wink Airport
AL 518 RNG Capital Airport
AL 925 RNG NAS Point Mugu
AL 26 ILS-1 Atlanta Airport
AL 26 ILS-2 Atlanta Airport
AL 27 ILS Bush Field
AL 78 ILS Douglas Field
AL 114 ILS Stapleton Airfield
AL 245 ILS Truax Field
AL 253 ILS-1 Memphis Airport

AL 267 ILS Bates Field
AL 282 ILS-1 Berry Field
AL 620 ILS-1 Philip Billard Airport
AL 644 ILS New Bedford Airport
AL 78 ADF Douglas Field
AL 253 ADF Memphis Airport
AL 267 ADF Bates Field
AL 358 ADF Sacramento Airport
AL 435 ADF Moody AFB
AL 443 ADF-1 Washington National Arpt
AL 443 ADF-2 Washington National Arpt
AL 443 ADF-3 Washington National Arpt
AL 579 ADF James Connally AFB
AL 616 ADF Benedum Airport
AL 620 ADF Philip Billard Airport
AL 675 ADF Barnstable Airport
AL 119 VOR Detroit-Wayne Airport
AL 120 VOR Dickinson Airport
AL 253 VOR Memphis Airport
AL 360 VOR Lambert-St. Louis
AL 415 VOR Dale Mabry Field
AL 461 VOR Wink Airport
AL 875 VOR Sidney Arpt
OP 262 General Mitchell
OP 304 Omaha Municipal Airport

RF 24A, 43, 44, 101, 102, 104, 107, 108 RF/VOR-1
RF-Terminal Area - Memphis, Philadelphia, Seattle, Wichita-Hutchinson
RF-VOR Terminal Area - Chicago, Cleveland, Jacksonville
Non-Standard Holding Patterns (RF 34-59)
RF U. S. Check List, Alaska Check List

NEW CHARTS

JN 29	United States Northwest	
AL 253 ILS-2	Memphis, Tennessee	Memphis Airport
AL 925 ADF	Port Hueneme, Calif.	NAS Point Mugu
AL 988 ADF	Amityville, New York	Zahn Airport

DISCONTINUED CHARTS

The following charts have been cancelled and will no longer be published. Flight Charts 4, 5, 9, 10, 14, 174, 175, 177, 178, 182, 183, 216, 218, 219, 220, 221, 223, 226, 228, 230, 231. Route Charts 2202, 2203, 2204, 2206, 2208, 2230. Direction Finding Charts 21, 22, 23, 24, 25, 26. Alaska Planning Chart 3069a. OP 335 Pueblo Municipal Airport, Pueblo, Colo.

(7-13-54)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° clockwise to 070° not usable because of course bends and roughness.

BIRMINGHAM-RADIO: VOR courses 005° clockwise thru 035; 075° clockwise thru 175;195° clockwise thru 265° useable. Arpt apch course useable within 15 mi; other course not useable due to roughness and bends. (4-23)

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.(2-12 Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials clockwise 0-160° unusable-excessive course roughness Courses 20° clockwise thru 70°; 100° thru 130°; 150° thru 210°; 255° thru 270° all magnetic and from stn, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

MONTGOMERY-RADIO: DME coverage 2000' MSL 50 mi 300° thru N to 130°. 1500' MSL 50 mi 230° thru W to 300°. 1500' MSL 40 mi 130° thru S to 230°. (5-20)

MONTGOMERY-DANNELLY FLD: Rnwy 3-21 open for lgt plane tfc only, during daylgt hrs from intsxn with E/W Taxiway to SW end. Rnwy 15-33 open for lgt plane tfc only, during daylgt hrs from intsxn with Rnwy 3-21 to NW end. Caution - area under const. (3-16) Dips in E/W Rnwy 1500' from E end - caution. (6-14)

**PHENIX CITY ARPT: 386' (1020' MSL) rdo twr located 4 mi SW has been dismantled.(4-30)

WILMER ARPT: Rdo twr located at lat. 30-49-11, long. 88-26-27 has been dismantled.(6-11

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inboun headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)

COCHISE-RADIO: DME coverage 15-35°, 40 mi at 12,000'; 35-105°, 50 mi at 12,000'; 105-185°, 50 mi at 10,000'; 185-210°, 50 mi at 11,000'; 210-245°, 40 mi at 11,000'; 245-335°, 50 mi at 11,000'; 335-015°, 50 mi at 12,000' MSL. (6-30)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area N W of fld.

PHOENIX-RADIO: DME coverage 50 mi 340° thru N and E thru 105°, at 10,000; 50 mi 105° thru S to 235° at 7000'; 50 mi 235° th ru W to 280° at 5000'; 50 mi 280° thru 340° at 8000'.

PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable inbound headings 340-300° counter clockwise below 8000' and 100-60° counterclockwise below 12,000'. (1-21)

PRESCOTT-RADIO: VOR radials 185 to 225° usable dist 40 mi at 10,000' MSL; 135 to 145° and 165 to 185° usable dist 45 mi at 10,000' MSL.

TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0-12°, 69-72° and 330-346°; 30 mi at 11,000', 44-69° and 346-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° clockwise below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: EL DORADO-RADIO: DME coverage 2500' MSL, 50 mi in all quads. (7-8)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

LITTLE ROCK-RADIO: DME coverage 240-thru 180 to 030°, 50 mi at 2500'; 30 thru N to 240° 50 mi at 4000' MSL. (7-6)

PINE BLUFF-RADIO: DME coverage 50 mi at 2500' MSL in all quads. (7-7)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 50 mi 360-180° to 360°.

WALNUT RIDGE-RADIO: VOR radials 290-320° and 120-150° have severe bends and course roughness. (4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° to 123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 50 mi 150° thru 360° and 90°-150° at 6000' MSL; 50 mi 150°-165° at 4000' MSL; 45 mi 165°-188° at 7000' MSL; 30 mi 189°-200° at 6000' MSL; 45 mi 200°-220° at 6000' MSL; 50 mi 220°-293° at 9000' MSL; 30 mi 293°-310° at 9000' MSL; 40 mi 310° - 327° at 9000' MSL.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90 thru 330° usable dist 25 mi. From 330° thru 350° usable dist 60 mi at min instr alts. Courses 350° to 90° usable dist 30 mi at 7000' MSL; 50 mi at 8000' MSL. (6-22)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 50 mi 335°-350° at 3000'; 50 mi 350° thru N to 10° at 8000'; 50 mi 10°-30° at 9000'; 40 mi 30° thru E to 120° at 9000'; 40 mi 120° to 150° at 6500'; over water coverage 150° thru S and W to 335° not checked. (6-16)

FRESNO-RADIO: DME coverage 50 mi as follows: 12,000' MSL 320° thru N and E to 105°; 3000' MSL 105° to 180°; 7000' MSL 180° to 240°; 3000' MSL 240° to 285°; 2000' MSL 285° to 320°. (5-27)

GASQUET ARPT: N side of strip clsd-const.

KING CITY ARPT: Rnwy lgts inoperative. (7-10)

LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340-040°; 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000' MSL. (6-16)

LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11

LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)

NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000' MSL, and 50° radial at 10,000' MSL.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.

(7-13-54)

CALIFORNIA: OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. DME coverage 50 mi 80° thru 120° at 6000' MSL; 50 mi 120° to 175° at 5000'; 50 mi 175° to 280° at 4000'; 40 mi 280° to 290° at 4000'; 50 mi 290° to 305° at 4000'; 50 mi 305° to 340° at 6000'; 40 mi 340° to 350° at 6000'; 20 mi 350° thru N to 30° at 4000'; 30 mi 30° to 60° at 5000'; 40 mi 60° to 80° at 5000'. (6-3)
OCEANSIDE- HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)
ONTARIO-RADIO: DME coverage 50 mi 0°-90° at 13,000'; 50 mi, 90°-135° at 9000'; 30 mi 135°-150° at 7000'; 20 mi 150-200° at 7000'; 40 mi 200-280° at 7000'; 50 mi 280-300° at 9000'; 50 mi 300-330° at 13,000'; 30 mi 330-350° at 13,000'; 40 mi 350-0° at 13,000' MSL.
ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.
PALMDALE-RADIO: VOR 40 mi coverage from 120 to 150° at 10,000' MSL and 40 mi from 150-180° at 9000' MSL.
**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)
PASO ROBLES-RADIO: DME coverage 50 mi 315° thru N to 45°, 7000'; 50 mi 45-105°, 5000' 50 mi 105-125°, 6000'; 50 mi 125-190°, 5000'; 50 mi 190-220°, 6000'; 50 mi 220-235°, 6000'; 30 mi 235-245°, 6000'; 40 mi 245-270°, 6000'; 50 mi 270-315°, 5000' MSL. (6-15)
**POINT ARGUELLO: Effect. immediately - Warning Area W-281, relctd to following described area: N bndry lat 35-28-40; E bndry long. 121-55-00; S bndry lat 35-00-00; W bndry long. 123-00-00. (6-22)
PORTERVILLE ARPT: Electric Ear controlling lgts, inoperative.
RED BLUFF-RADIO: DME coverage 360-108°, 50 mi at 10,000'; 108-180°, 50 mi at 4000'; 180-208°, 30 mi at 9000'; 208-217°, 30 mi at 10,000'; 217-235°, 40 mi at 10,000'; 235-360°, 50 mi at 10,000' MSL. (6-14)
SACRAMENTO-RADIO: VOR usable dist 45 mi at 3000' MSL from 245° to 260°. (6-1) DME coverage 50 mi 10° thru 100°, 9000'; 100° thru 165°, 2000'; 165° thru 235°, 4000'; 235° thru 300°, 5000'; 300° thru 340°, 2000'; 340° thru N to 10° danger area.
✱SACRAMENTO-MATHER AFB-RADIO: USAF UHF/DF cmsnd. Freq: 305.4 mc. Call: Homer.
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable up to 35 mi. (5-20)
SALINAS-RADIO: VOR coverage from 20° to 95° and 135° to 295°, 40 mi at min instr alt. DME coverage at 7000' MSL 30 mi 20°-44°; 20 mi 44°-49°; 30 mi 49°-90°; 50 mi 90-130°; 30 mi 130°-145°; 20 mi 145°-153°; 30 mi 153°-180°; 50 mi 180°-225°; 5000' MSL 50 mi 225°-300°; 7000' MSL 50 mi 300° thru N to 20°. (5-27)
SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310, 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 20 mi 10-30°, 5000'; 30 mi 30-85°, 7000'; 40 mi 85-100°, 7000'; 50 mi 100-120°, 7000'; 50 mi 120-160°, 6000'; 30 mi 160-180°, 5000'; 20 mi 180-225°, 5000'; 30 mi 225-265°, 5000'; 50 mi 265-345°, 5000'; 40 mi 345-010°, 4000' MSL.
SAN FRANCISCO ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump of 5" rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Caution-SE half Rnwy 3-21 under const. (3-4)
SANTA BARBARA-RADIO: DME coverage 325-30°, 30 mi at 9000'; 30-45°, 40 mi at 9000'; 45-80°, 50 mi at 9000'; 80-95°, 40 mi at 4000'; 95-110°, 50 mi at 4000'; 110-260°, not checked 260-325°, 50 mi at 7000' MSL. (6-28)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on rnwy 16-34 only. Caution.
**THERMAL ARPT: 160' temporarily lgtd rdo twr erected 4 mi N (180° T) at lat 33-41-12, long. 116-09-34. (6-16)
UKIAH-RADIO: VOR usable dist 40 mi from 20° thru 40° at min instr alt. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230-060° clockwise below 15,000'. (3-2) UHF/DF trng status only. (6-24)
**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long.: 39-09-30; 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg. remarks to: P-line S. Use gravel strip wet wea. (10-8)

COLORADO: **AKRON-ARPT, SITE 9, DEN-GRI: Bcn now 36" green and clear, rotates 6 RPM's. (7-1)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across lndg strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from midfld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-STAPLETON ARIFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xppt when absolutely necessary for taxiing W of rnwy 3021. Hvy air tfc N and E due to extensive instrument trng. Flashing amber light in segmented circle indicates rgt hand tfc.
GRANBY ARPT: Closed. (9-23)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
**PUEBLO #1 ARPT: Abandoned. (6-29)
**PUEBLO #2 ARPT: Name changed to Pueblo Municipal Airport. (7-7)
CONNECTICUT: BETHANY ARPT: E side fld soft-flagged. Use at own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR weather days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME 2500' MSL coverage 50 mi from 015° to 050°, 2000' - 50 mi from 050° thru 090° to 180°; 2500' - 50 mi from 180° to 270°; 3000' - 40 mi from 270° to 285°; 3000' - 50 mi from 285° to 320°; 3000' - 40 mi from 320° to 360°; 2500' - 40 mi from 360° to 015°. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
DIST. OF COLUMBIA: ✱WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265° thru N to 90°, 30 mi; 90° to 180°, 25 mi; 180° to 265°, 20 mi. (7-24) Georgetown MHW fac has auto. voice ident. on test basis. (7-12) These data rcvd too late for inclusion on ANRA page.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. C.G. acft taxi to C.G. Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.
FLORIDA: **CLEARWATER ARPT: 214' (265' MSL) lgtd rdo twr erected 5 mi NNE (15° T) at lat 28-03-24, long. 82-44-16. (6-12)
DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14)
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.
**HOLOPAW ARPT: 212' (291' MSL) lgtd rdo twr erected 2 mi W (268° T) at lat 28-08-09, long. 81-04-31. (7-3)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution-E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1). About Aug 17, Bayard FM will be perm decmsnd. (7-2)
**KEY WEST: Warning Area W-465 estab in following described area: Beginning at lat 24-40, long. 81-02; E to lat 24-40, long. 80-25; S to 23-30, long. 80-25; W to lat 23-30, long. 81-55; NE to lat 24-40, long. 81-02 to point of beginning excluding that portion overlapping the Cuban FIR. Altitude: 21,000' to unlmtd. Time of Use: Sunset to sunrise. Activities Conducted: Airborne intercept trng. Using Agency: NAS, Key West, Fla. Effect. Date: July 20.
KEY WEST-RADIO: About Aug 17, Stock Island FM will be perm discontd. (7-9)
KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (4-5)
**MIAMI: Effect. July 20, Warning Area W-171 relctd and estab within the following described area: Beginning at lat 25-37-00, long. 80-06-00; SE to lat 25-21-40, long. 79-08-00; SE to lat 24-58-00, long. 78-44-30; S to lat 24-46-00, long. 78-47-00; SW to lat 24-27-00, long. 79-27-00; NW to lat 25-33-00, long. 80-08-00; N to lat 25-37-00, long. 80-06-00. Altitude: Surface to unlimited. Activities Conducted: Air to air and air to water firing. Time of Use: Continuous. Using Agency: MCAS, Opa Locka. (6-22)
MIAMI: Flights thru D-169 prohibited below 25,000' - days. (7-13-54)

FLORIDA: MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30) About Aug 17, Krome FM will be perm decmsnd

**MIAMI INTERNATIONAL ARPT: 159' lgtd water tank being erected 4 mi NNE (20°T) at lat 25-51-09; long. 80-15-36. (6-14) Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St. for civil acft. 1500' Abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015° 122° and 244° usable dist 40 mi at min en route alt.

**ORLANDO ARPT: 212' (297'MSL) lgtd rdo twr erected 10 mi SE (150°T) at lat 28-25-01; long. 81-14-34. (7-6) 471' MSL rdo twr lctd 4.5 mi NW (303°T) at lat 28-35-18; long. 81-22-53 not dismantled. (6-18) Rnwy 10R-28L closed all ngt operns. (9-4)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.

PALM BEACH COUNTY PARK ARPT: 549'(MSL) lgtd TV twr erected 15.5 mi N (3°T) at lat. 26-49-07; long. 80-04-30. (7-2)

★PANAMA CITY-TYNDALL AFB-RADIO: USAF UHF/DF cmsnd. Freq: 243.0, 305.4 mc. Call: Homer. (6-29)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

**PERRY-FOLEY ARPT: UNICOM (122.8 mc) not available. (7-2)

ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of Arpt. (6-16)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)

TAMPA RADAR APPROACH CONTROL CENTER-RADIO: About Aug 1, radar arrival ctl will be inaugurated. Civil acft: 118.5 mc. Mil acft: 136.8 and 335.8 mc.

TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. About Aug 17, Lutz FM will be perm decmsnd. (7-4)

**TARPON SPRINGS: 214' (231'MSL) rdo twr lctd 2 1/2 mi SE at lat 28-07-16; long. 82-44-24, being dismantled. (6-10)

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°. About July 26, H fac freq 359 kc will be changed to 209 kc.

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) About July 26, LF rng freq 209 kc will be changed to 356 kc. (7-12)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)

ALBANY-TURNER AFB- RADIO: USAF UHF/DF avail on req to twr. VFR practice pilots discretion. (10-16) USAF VHF/DF unreliable below 2500' MSL at 50 mi. (3-15)

ALMA-RADIO: VOR on 115.0 mc operg on test basis. (7-1)

ATLANTA-RADIO: VOR courses 030° clockwise to 075° and courses 285° clockwise to 330° from stn unusable acct of excessive bends and roughness. Other courses have occasional bends and roughness. - Caution. About Aug 3, Smyrna FM on NW course LF rng will be perm discontd. (6-25)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable (7-1)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. DME at VOR site shut down for indefinite period. (6-30)

★COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF cmsnd. Call: Homer. Freq: 121.5, 126.18, 137.88 mc. Unreliable below 2000' beyond 30 mi in all quads. (7-6)

DUBLIN ARPT: Bcn and rnwy lgts inop. (10-7)

GEORGIA: LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14) DME coverage 20-70°, 50 mi at 2000'; 70 thru E to 160°, 50 mi at 2400'; 160 thru S to 270°, 50 mi at 2000'; 270 thru N to 20°, 50 mi at 4000' MSL. (6-26)

MACON-RADIO: DME usable dist at min en route alt 40 mi in all azimuths.

ROME-RADIO: LF rng operg as unmonitored fac. All use LF rng as en route or apch aid must be ADF, disregarding on course signals and pilot must monitor fac during such use.

SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn (6-29)

SAVANNAH-RADIO: About Aug 17, Richmond Hill FM will be perm decmsnd. (7-2)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

**WINDER ARPT SITE 4, ATL-LGA: June 10, lgtg on NNW/SSE Rnwy perm discontd. (7-6)

IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down. (7-2)

FISH LAKE USFS ARPT: Closed - repairs. (7-12)

DUBOIS ARPT SITE 23, SLC-GTF: About July 15, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)

MOUNTAIN HOME ARPT: Bcn and fld lgtd inop.

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60-120° at 40 mi 12,000' MSL. (7-9)

SPENCER BCN SITE 25, LSC-GTF: About July 15, beacon will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 5 (dot dash dot). (6-15)

TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)

TWIN FALLS ARPT: Rnwy 12-30 clsd-open trenches across end rnwy. (5-12)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)

CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution -const. Bcn and lgts inop. (7-10)

CENTRALIA ARPT: N/S gravel strip under const - use caution. (1-21)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts to 40 mi clockwise from 60° to 110° and to 45 mi clockwise from 110° to 250°. DME coverage clockwise 50 to 151°, 50 mi at 2000' MSL. 285 thru N to 50°, 50 mi at 2300' MSL. 151 to 285°, 40 mi at 2000'MSL.

**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip E side of rnwy. (6-14)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-Sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)

**FLORA ARPT: Abandoned. (6-22)

LACON-MARSHALL COUNTY ARPT: Closed to trans. acft-constr. (4-22)

**WOODSTOCK ARPT: Rgt tfc W. (6-15)

INDIANA: CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

DYER-TRIANGLE ARPT: E/W Strip clsd-const.

EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF range twrs lctd 5.7 mi N no longer obst lgtd. (7-7)

INDIANA: **FT. WAYNE-BAER FLD: 454' rdo twr located 6 mi NW at lat. 41-08-15, long. 85-13-00; has been dismantled. Runway 4-22 now 7800'-daylgt operns, 6200'-ngt operns, 1600' ext. not lgtd. (6-18)
FT. WAYNE - SMITH FLD: Caution-const all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME 2000' coverage 50 mi 145° clockwise to 172°. 2200' MSL 50 mi coverage 310° thru N to 46°. 2100' MSL 40 mi coverage 173° to 310°. 2300' MSL 40 mi coverage 46° to 145°.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.) Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VROW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (withoutvoice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg fee for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy-const. (5-26) NE/SW Rnwy clsd-const. (6-18)
TILDON-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S Strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
*SIOUX CITY ARPT-TOWER: July 12, VHF/DF cmsnd. Freq: 100-156 mc. These data rcvd too late for inclusion on ANRA page. FLD: Due to non-visibility twr unable to ctl tfc in front Admin Bldg, NE of black hangar and park.area SE corner of fld. (4-16)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE Rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip on fld. (3-25)
DODGE CITY-RADIO: July 1, DME at VOR site shut down.
*GOODLAND-RADIO: July 12, DME at VOR site flgt-checked and cmsnd. These data rcvd too late for inclusion on ANRA page. Effect July 20, H fac, 353kc, will be perm discontd.
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period, controlled by twr. Military acft pat will be adjusted by twr to facilitate civil acft operns. Non rdo equipped acft should fly standard tfc pat and observe twr for standard lgt gun signals. All tfc pats standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution using Rnwy 11-29, concrete section buckled along SW edge approx 3600' NW of SE end. (6-23)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier located 1200' N of S end N/S Rnwy oper daylgt hrs only. Barrier chains lctd alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (7-2)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° - 230° due to interference Ponca City, Okla. H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-ALLEN ARPT: 949' lgtd (2026' MSL) lgtd TV twr erected 2.5 mi NNE (15° T) at lat 39-03-50, long. 95-45-48. (4-27)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)
ULYSSES ARPT: All strip lgts inop. (4-29)
WICHITA-RADIO: June 30, DME shut down until approx Aug 2- relctn. (6-29)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for lndg instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Liston 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-9)
DANVILLE-GOODALL FLD: E end of field under const. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
**MANCHESTER-SKY ARPT: Abandoned. (6-18)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution.
BATON ROUGE-RYAN ARPT: About July 15, const work begins at center intsxn of rnwys max duration 20 days. Rnwy lengths avail during period: Rnwy 17 - 2100'; Rnwy 35 - 1800'; Rnwy 22 - 2700'; Rnwy 04-2650'; Rnwy 13- 2997'; Rnwy 31- 1900'. Max height const equip 15' at end of rnwys at intsxn. Taxiway between Rnwys 13-17 and between W ramp and center intersection of rnwys, clsd. 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23; long. 91-13-37. (7-3)
HAMMOND ARPT: Beacon inoperative. (5-25)
**LAKE CHARLES AFB: Coordinates of lgtd rdo twr erected 4 mi NE (55°T) corrected to lat 30-14-30, long. 93-05-12. (6-10)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°. (4-14) DME coverage 360- 120°, 50 mi at 1500'; 120 - 150°, 40 mi at 1500'; 150-180°, 50 mi at 1500'; 180-360°, 50 mi at 1800' MSL.
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)
**QUEBEC-ARNESON ARPT: 310' (399'msl) lgtd rdo twr erected 10 mi W (268°T) at lat. 32-24-53, long. 91-29-16. (6-16)
**RAYNE ARPT: 310' (347'MSL) lgtd rdo twr erected 5 mi N (12°T) at lat. 30-19-22, long. 92-15-51. (6-16)
SHREVEPORT-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 1900' MSL.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)
**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
MAINE: AUGUSTA-RADIO: VOR usable dist clockwise 220° to 240°, 80° to 160°, 40 mi at minimum en route alt.
BANGOR-RADIO: VOR radials usable dist clockwise 360° - 50°, 20 mi; 50° -240°, 30 mi; 240°-260°, 25 mi at min en route instr alt. DME coverage 300-010°, 50 mi at 5000'; 010° 235°, 50 mi at 2500;; 235-260°, 40 mi at 2500'; 260-300°, 50 mi at 2500' MSL.
BANGOR-DOW AFB-RADIO: USAF VHF/DF inop. (7-13-54)

MAINE :**KENNEBEC RIVER PENOBSCOT RIVER: Effectively immediately Caution Area C-101 is rescinded. (6-22)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' MSL at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.(6-6)
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80-120° and 180-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150 - 240°, 40 mi; 290 - 30° 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Caution - Rnwy 3-21, S Taxiway and Ramp clsd-const. (5-18)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi inbound headings 015 - 245° clockwise at 4500' MSL; 245-330° clockwise at 3500' MSL; 300-350° clockwise at 2000' MSL; 350-105° clockwise at 3000' MSL. (3-17)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.
★RIVERDALE-RADIO: H fac has voice ident on test basis. These data too late for ANRA.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 clsd-Monday thru Sat 1500-1800. (6-2)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12) Rnwys 4R-22L and 9-27 clsd daylgt hrs - pavement repairs. (5-27)
NANTUCKET MEMORIAL ARPT: Flashing hi-intensity lgts installed corners Rnwy 24. Lgtg not avail during precipitation other than drizzle. (7-1)
NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing July 18, August 22, September 19, October 24 - marker will be displayed. (5-4)
**SPRINGFIELD ARPT: Abandoned. (6-4)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip on fld-days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**CHELSEA ARPT: TV RLA twr 6 mi S completely dismantled. (8-12)
DETROIT-RADIO: DME coverage at min en route alt 50 mi or more 290°-260° and 40 mi or more 260°-290°. (6-11)
DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
**DETROIT-HANCE ARPT: 280' TV twr located 8 mi SW at lat. 42-15-40; long. 83-03-30 dismantled. (5-20)
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24) July 24 and 25 International Aviation Exposition - all acft will be landed on new section of arpt and parked on old section. Tie down equip required and avail on the arpt. Twr landing instructions will be issued on 245 kc; 121.1, 126.18 mc. Rdo rcvr required. Pilots are advised to use extreme caution when flying at all altitudes in the temp Caution Area defined as follows: beginning at the town of Belleville, Mich, thence SE to Carleton, Mich; E to Amhurstburg, Ontario; thence
MICHIGAN: N to the E course of the Detroit LF rdo rng to point of beginning at Belleville, Mich. High speed military operns will be conducted in this area under VFR conditions from 1200E to 1630E July 24 and 25. Arpt will be closed from 1200E to 1700E on these days to all but participating acft. (7-12)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-36 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.
**GRAND RAPIDS-KENT COUNTY ARPT: 265' (1238' MSL) rdo twr 7 mi S at lat. 42-47-47; long. 85-39-31 perm dismantled. (5-27) Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.
MT.CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000', in all quads. (6-30) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)
MUSKEGON-RADIO: June 18, DME at VOR site placed in opern until July 18. (6-25)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.
**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)
PULLMAN-RADIO: DME coverage at min en route alt 50 mi or more 306° clockwise to 40° and 172°-265°; 40 mi or more 136°-172° and 265°-306°; 30 mi or more 40°-136°. (6-16)
**ROMEO ARPT: Lngst rnwy & facs: 33-S5 (5-5)
SALEM-RADIO: June 2, VAR shut down - conversion to VOR. (6-14)
SAULT STE MARIE-KINROSS AFB-RADIO: USAF VHF/DF avail on req thru twr. (5-19)
**SOUTH HAVEN ARPT: Lngst rnwy and facs: 34-BL4-S1-U. (6-30)
WARREN ARPT: 1063' TV twr erected 4.0 mi SW (205°T) at lat 42-28-59, long. 83-12-20.
MINNESOTA: **BRAINERD ARPT: Bcn and lights operated on prior req only. (6-24)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)
DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.8 mi SE (135°T) at lat 46-47-20, long. 92-06-51. Sod areas unsafe. (7-8) 3' stakes marking all rnwy and taxiway lgts.
**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)
FAIRMONT ARPT: Closed-construction. (6-4)
MINNEAPOLIS-RADIO: DME coverage 50 mi or more 295° - 200°; 40 mi or more 200° - 295° at min en route alt. (7-7)
**MINNEAPOLIS-CRYSTAL ARPT: Unicom (122.8 mc) inoperative. (7-8)
**MINNEAPOLIS-FLYING CLOUD ARPT: Unicom (122.8 mc) inoperative. (7-8)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: DME coverage 245-200°, 50 mi and 200-245°, 40 mi at min en route alt. (7-6)
**THIEF RIVER FALLS ARPT: Bcn and lgts on req after 2400. (6-24)
MISSISSIPPI: CAMP SHELBY: July 13, thru August 8, minimum height planes flying over area 10,000' MSL. Center of area lat 31-07; long. 89-08. Planes should not fly nearer than 2 mi E, S and W and 7 mi N of area. Firing will be conducted under Visual conditions only. (7-12)
CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution - N/S Strip clsd - const. E 1700' E/W Strip avail. (10-12)
**COLUMBIA ARPT: 300' rdo twr located 25 mi SE dismantled June 15.
**CORINTH 7, MEM-TPA ARPT: 110' (461' MSL) lgtd rdo twr erected 3 mi E (87°T) at lat. 34-55-00; long. 88-33-00. (6-16)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19)
DME coverage 40-70°, 50 mi at 1800'; 70-110°, 40 mi at 1800'; 110-175°, 30 mi at 1700'; 175-210°, 40 mi at 1700'; 210-310°, 50 mi at 1700; 310-040°, 40 mi at 1800' MSL. (6-30)
**GULFPORT: Warning Area W453 amended: activities to include night photographic missions. Time of Use to be unlimited during months of June, July and August. The 30-day waiting period is waived. (6-22)

MISSISSIPPI: GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

JACKSON-RADIO: About Aug 17, the Pelahatchie and Florence fan mrkrs will be perm decmsnd. (7-2)

**LUCEDALE ARPT: Rdo twrs located at lat. 30-50-26, long. 88-35-26, and lat. 30-52-24, long. 88-43-56, have been dismantled. (6-11)

McCOMB-RADIO: DME coverage 50 mi 90° thru S to 270° at 1700' MSL; 50 mi 270° thru N to 90° at 2000' MSL. (6-7)

**McCOMB-PIKE CO. ARPT: ENE/WSW Strip ruf- bndry lgts discontd. (6-21)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

**OXFORD ARPT: 310' (672'MSL) lgtd rdo twr erected 13 mi SSE (155°T) at lat. 34-05-32; long. 89-26-40. (6-16)

**WIGGINS ARPT: Rdo twr located at lat 30-52-18, long. 89-08-59 has been dismantled.

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-15) Effect. July 20, Linkville FM on NW course LF rng will be perm discontd. (6-8)

KANSAS CITY ARPT-TOWER: June 11, ASR shut down until approx July 23 - modification. FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution- jet acft Grandview AFB operating vcnty. (4-20)

MEXICO-GREEN FLD: New N/S Rnwy clsd. Use N/S Rnwy next to theatre.

**ST. LOUIS-KRATZ ARPT: Longest rnwy and facs: 32-S5. (6-28)

ST. LOUIS-LAMBERT FLD: Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strips only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/NNW Rnwy at lat 38-45-00, long. 90-23-00. (4-29)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

ST. LOUIS-SMARTT ARPT: Auto races Sundays.

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BELT BUTTE BCN SITE 57, CYS-GTF: Effect July 21, bcn site will be discontd

BILLINGS-RADIO: VOR coverage 350°-80° 50 mi 5000'; 80°-130° 50 mi 8000'; 130°-270° 50 mi 9000'; 270°-350°, 50 mi 8000' MSL. (6-17)

BOZEMAN-RADIO: VOR and DME coverage from 330°-85°, 20 mi at 11,000'; 85-100°, 20 mi at 10,000'; 100-125°, 30 mi at 10,000'; 125-185°, 30 mi at 11,000'; 185-200°, 40 mi at 11,000; 200-250°, 50 mi at 11,000'; 250-290°, 50 mi at 9000'; 290-330°, 50 mi at 11,000' MSL. (6-16)

**BOZEMAN PASS, BCN SITE 9, HLN-TWIN CITIES: July 12, beacon changed to 12 clear fpm, supplemented with red crs lgts flashing characteristic 9 (--.) (7-12)

BUTTE-RADIO: VOR and DME coverage 317-352°, 40 mi at 9000'; 352-020°, 40 mi at 10,500'; 020-068°, 30 mi at 10,500'; 068-080°, 40 mi at 10,500'; 080-118°, 50 mi at 10,500'; 118-135°, 40 mi at 11,000'; 135-157°, 50 mi 11,500'; 157-164°, 40 mi at 11,000' 164-176°, 30 mi at 11,000'; 176-198°, 20 mi at 10,500'; 198-220°, 30 mi at 11,000'; 220-248°, 40 mi at 11,000'; 248-264°, 30 mi at 11,000'; 264-317°, 40 mi at 11,000' MSL.

CANYON CREEK, BCN SITE 18, HLN-TWIN CITIES: About July 15, bcn will be changed from 6 to 12 clear fpm. No change in crs light characteristics. (6-15)

MONTANA: CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DELL ARPT, SITE 28, SLC-GTF: About July 16, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

DILLON-RADIO: VOR radial 146° usable to 45 mi.

DILLON ARPT, SITE 32, SLC-GTF: About July 20, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

DRUMMOND-RADIO: VOR and DME coverage from 320-55°, 20 mi -55-70°, 30 mi and 70-110°, 40 mi at 9000'; 110-150°, 20 mi -150-260°, 30 mi at 10,000'; 260-290°, 20 mi at 9000'; 290-320°, 30 mi at 10,000' MSL. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 013°-260° below 10,000'; 259°-012° below 7000'. (4-8)

GREAT FALLS ARPT-TOWER: About July 19, ILS will be shut down until approx Aug 2- modernization. (7-7)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

IRON ROD, BCN SITE 34, SLC-GTF: About July 12, beacon will be changed from 6 to 12 clear fpm. No change in course light characteristics. (6-15)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: VOR and DME coverage 320-15°, 20 mi at 11,000'; 15-85°, 50 mi at 9000'; 85-200°, 10 mi at 11,000'; 200-230°, 30 mi at 11,000'; 230-250°, 40 mi at 10,000'; 250-280°, 40 mi at 11,000'; 280-320°, 50 mi at 11,000' MSL. (6-16)

LODGE GRASS, BCN SITE 34, CYS-GTF: Soon, bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (....). (6-15)

MILES CITY-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. VOR coverage 020-070°, 50 mi at 4300'; 070-220°, 50 mi at 6000'; 220-255°, 50 mi at 5000'; 255-285°, 60 mi at 8000'; 285-020°, 50 mi at 6000' MSL. (6-17)

MISSOULA-RADIO: VOR and DME coverage 355-40°, 20 mi at 11,000'; 40-70°, 30 mi at 11,000'; 70-110°, 20 mi at 9000'; 110-125°, 30 mi at 11,000'; 125-160°, 40 mi at 11,000'; 160-175°, 30 mi at 9000'; 175-195°, 20 mi at 9000'; 195-220°, 30 mi at 11,000'; 220-235° 20 mi at 9000'; 235-270°, 30 mi at 11,000'; 270-290°, 40 mi at 9000'; 290-355°, 30 mi at 11,000' MSL. (6-16)

**MISSOULA COUNTY ARPT: 287' (6780'MSL) lgtd TV twr erected 7 mi NNE (25°T) at lat. 47-01-04, long. 114-00-47. (6-26)

MULLAN PASS-RADIO: DME and VOR coverage 50 mi 340° to 300° at 9000'; 40 mi 300° to 340°, at 9000' MSL. LF rng will operate as locally monitored fac. Caution-E course has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35 mi which progress outwards with distance. (6-25)

PIEDMONT BCN SITE 36-B, SLC-GTF: Effect. July 21, bcn site will be discontd.

THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)

WHITEHALL-RADIO: VOR and DME coverage 300-360°, 30 mi at 10,500'; 360-47°, 30 mi at 11,000'; 47-70°, 40 mi at 11,000'; 70-96°, 40 mi at 9000'; 96-118°, 30 mi at 11,000'; 118-164°, 20 mi at 11,500'; 164-197°, 40 mi at 10,500'; 197-213°, 30 mi at 11,500'; 213-228°, 20 mi at 11,500'; 228-250°, 30 mi at 11,500'; 250-277°, 30 mi at 10,000'; 299-330°, 20 mi at 10,500'; MSL. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi strip closed. (6-12)

BEATRICE ARPT: E/W Strip open days only for lgt acft.

CHADRON-RADIO: Effect. July 20, H fac, 206 kc, will be perm discontd.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

**HASTINGS ARPT 214' (2140'MSL) lgtd grain elevator being erected 3.9 mi ESE (110°T) at lat 40-35-10, long. 98-21-10. (5-27)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

LINCOLN-RADIO: About Aug 2, ILS lclzr and glide slope will be shut down until approx Aug 12- modification. (7-6)

OMAHA ARPT-TOWER: July 1, ILS lclzr and glide slope shut down - major maintance. FLD: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxistrips N of Admin Bldg- tower under const. (6-11)

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.

SCRIBNER-STATE ARPT: S Taxiway closed.

SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL. (7-13-54)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 12,000' MSL. 40 mi N to E; 30 mi E to 125°; 20 mi 125 to 170°; 40 mi 170 thru S to 240°; 20 mi 240 thru W to 300°; 50 mi 300° thru N. (5-7)

ELY ARPT: Const on apron. (9-2)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130° to 180° below 16,000'; from 250° to 350° below 15,000'; from 270° to 320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)

LOVELOCK-RADIO: VOR coverage 40 mi from 40° to 60° and 90° to 110° at 12,000' MSL. DME coverage 12,000', 35 mi 5°-30°; 12,000', 40 mi 30-60°; 12,000', 30 mi 60 thru E to 160°; 10,000', 50 mi 160 thru S to 240°; 12,000', 40 mi 240° thru W and N to 5°. (5-6)

**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and rnwy lights no longer available. (6-23)

MORMON MESA-RADIO: DME coverage 350-thru N to 050°, 50 mi at 10,000'; 050-065°, 50 mi at 13,000'; 065-080°, 40 mi at 13,000'; 080-105°, 50 mi at 13,000'; 105-115°, 40 mi at 13,000'; 115-130°, 30 mi at 13,000'; 130-140°, 40 mi at 13,000'; 140 thru S to 215°, 50 mi at 7000'; 215-270°, 50 mi at 12,000'; 270-280°, 40 mi at 12,000'; 280-340°, 30 mi at 12,000'; 340-350°, 50 mi at 12,000' MSL. (6-25)

RENO-RADIO: VOR coverage is 35 mi 200°-230° at 12,000' MSL; 40 mi 10°-35° and 45°-85° at 11,000' MSL. DME coverage 10,000' 50 mi 45° to 75°; 12,000', 30 mi 75° thru E to 110°; 13,000', 50 mi 110° to 180°; 13,000', 30 mi 180°-200°; 13,000', 20 mi 200°-240° 11,000', 40 mi 240° thru W to 280°; 11,000', 50 mi 280°-350°; 12,000', 40 mi 350° thru N to 45°

RENO ARPT: Rnwy 16-34 clsd-const., acft parked on S 3000'. (7-6)

SOD HOUSE-RADIO: VOR coverage 35 mi from 50° to 80° at 12,000' MSL; 40 mi from 30 to 50° at 12,000' MSL. (7-30) DME coverage 10,000' MSL, 50 mi 345° thru N to 15°; 12,000'; 30 mi 15° thru E to 160°; 10,000', 50 mi 160° thru S to 210°; 12,000', 30 mi 210°-250°; 12,000', 40 mi 250° thru W to 345°. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord 800- or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CLAREMONT ARPT: Rnwy lgts and rotating beacon inoperative. (6-15)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 40 mi at 5000'; 350°-010°, 40 mi at 5000'; 010°-030°, 30 mi at 5000'; 030°-075°, 40 mi at 4000'; 075°-100°, 40 mi at 2500'; 100°-120°, 30 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)

NASHUA-BOIRE FLD: Caution banner pickups and drops durg daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NASHUA-GATE CITY ARPT: Closed-Construction. (4-14)

NEW JERSEY: CALDWELL-RADIO: DME 3000' MSL coverage 30 mi from 330° thru N to 060°; 2500'-30 mi from 060° thru 180° to 270°; 4000'-20 mi from 270° to 330°. VOR usable dist clockwise 200° to 60°, 25 mi; 60° to 200°, 30 mi at min en route instr alt.

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

**MARLTON-MEDFORD ARPT: Lngst rnwy & facs: 25-*L4-S5-U. (3-10)

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (7-23)

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 mi prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

NEW JERSEY: OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RICHLAND-CAVOLI'S ARPT: No. of rnwys: 1. Lngst rnwy & facs: 26-*L4-S5. (3-8)

SOVERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 40' boom adj all rnwys-days only. (7-6)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)

NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Arpt. (6-25)

**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)

ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)

ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution-lndg on Rnwy 21. (7-6)

**ALBUQUERQUE-WEST MESA ARPT: 200' lgtd rdo twr erected 3 mi ENE (70°T) at lat. 35-06-36; long. 106-40-08. (6-7)

CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)

COLUMBUS-RADIO: DME coverage 10,000' MSL 50 mi 216° thru 360° to 79°. Coverage in Mexico not checked. (5-22)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri thru Sept. 8, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.

OTTO-RADIO: VOR radials usable 30 mi. (12-1)

ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSACS 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: ALBANY-RADIO: DME 6000'MSL coverage 50 mi 340° clockwise 70°; 5500'-50 mi, 70° to 160°; 5000' - 50 mi, 160° to 220°; 4500'-50 mi 220° to 280°; 3000' - 50 mi 280° to 340°, 3000' MSL - coverage 50 mi on V-91 and Blue 18 at min instr alt. (4-29)

BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)

BUFFALO-RADIO: DME coverage 45 mi at min en route alt 40-110°; 50 mi at all other azimuths at min en route alt. (7-6)

BUFFALO ARPT: E/W Rnwy clsd ngts. (6-25)

CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: VOR usable dist 20 mi at min en route alt 050° clockwise to 075°; 30 mi 075° to 050°. (4-29)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank-approx due W of Base. (2-15)

*MASSENA-RADIO: VOR radials 82° clockwise to 230° have bends. DME shut down. (5-25) July 12, J fac freq 224 kc changed to 317 kc. These data rcvd too late for inclusion on ANRA page.

NEW YORK: MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri, within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through thrse areas.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° -206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE crs beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.

NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S rnwy-lnd to W.(6-22)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Construction: Const in progress daylgt hrs N of main ramp area from Taxiway B to C, - mrkd. Truck tfc from 150th St., along perimeter taxiway CC across Taxiway B. Vehicles flagged, tfc controlled. Caution advised. (4-24) Men-equip adj Rnwy 4-22. (6-1) Caution advised taxiing taxiway A due to acft running up on clsd Rnwy 7L-24R south of intersection with Rnwy 13L-31R.(7-2)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W wuad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); outbound - 121.9 mc (Ground Ctl). Apch ctl and g round will always advise pilot of succeeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter cirlce at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)

NIAGRA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260° to 280° usable dist 40 mi at min en route instr alt DME coverage 10-256°, 50 mi at min en route alt; 265-280°, 40 mi at 6000'; 280-310°, 40 mi at 4700'; 310-010°, 40 mi at 4700' MSL. (7-12)

POUGHKEEPSIE-RADIO: DME 3000' MSL coverage 50 mi from 090° thru 180° to 290°; 5000' - 50 mi from 290° thru 360° to 090°.

POUGHKEEPSIE-DUTCHESS COUNTY ARPT: Caution-const. Installing Rnwy lgts Rnwy 6-24. (7-9)

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution - taxiing in these areas. (1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)

SPRING VALLEY-COUNTY APRK: E/W Strip under const.

SYRACUSE-RADIO: VOR usable dist clockwise 40 mi from 180° to 220° at min en route instr alt. (4-29)

**SYRACUSE-HANCOCK ARPT: Beginning Aug 1, radar testing opern has been extended until April 1, 1955. Four to six rounds will be fired each month. (6-22) Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution-portions Rnwys 6-24 and 14-32 not visible from twr. (6-8)

WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24)

WHITE PLAINS-WESTCHESTER COUNTY APRT: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: ASHEVILLE-RADIO: June 14, VAR converted to VOR, operg on test basis Freq: 115.1 mc, without voice. Ident: AVL. Lctd at lat 35-24-25, long. 82-16-08.

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to20' above rnwy. Touchdown point not available. (5-10) FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.

**GASTONIA ARPT: Rnwy 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)

GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

GREENVILLE-PITT GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)

LUMBERTON-RADIO: VOR operg on test-basis. (10-1) About July 20, VOR will be perm deemsnd. (6-7)

RALEIGH-RADIO: DME coverage 0-120°, 50 mi; 120-230°, 40 mi; 230-310°, 30 mi; 310-0° 40 mi at min instr alt. (6-24)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 23. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)

**WALLACE ARPT: ABANDONED. (5-24)

**WALLACE-PEN LIN ARPT: New Fld. Type: L. Lat & Long.: 34-44; 78-00. Lctn: 1 mi SW Elev: 31'. No. of rnwys: 1. Lngst Rnwy & Facs: 20. (6-13)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft. (5-28)

WINSTON-SALEM-RADIO: About Aug 17, High Point FM will be perm decmsnd. (7-6)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

**FARGO-HECTOR FLD: 270' lgtd rdo twr lctd 6 mi SE and 207' lgtd rdo twr lctd 7 mi SSE completed. (6-21) Rdo test twr lctd 28 mi W at lat. 46-55-07; long. 97-24-23 dismantled. (5-3) Unlgtd 200' grain terminal (height now 100') under construction 4 mi SW. (6-23) Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. (5-24)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5- 6 mi out on radial 240° at 4300' MSL. (7-31) DME coverage 20-35°, 90-95° and 175-235°, 40 mi at min en route; 50 mi or more at all other aximuths. (7-7)

OHIO: AKRON-RADIO: LF rng N course displaced 4°W. W course displaced 4°S. (4-26) July 8 LF rng shut down intermittently durg daylgt hrs until approx July 20 - modernization. (7-9)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 50 mi at min en route alt from 150° clockwise to 60°; 40 mi from 60° to 150°. (7-1)

CINCINNATI ARPT: S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

OIHO: CLEVELAND-RADIO: VOR courses reliable to 40 mi at minimum en route alt all azimuths. DME coverage 60-100°, 50 mi at 2900'; 100-145°, 40 mi at 2500'; 145-170°, 50 mi at 2500'; 170-190°, 40 mi at 2500'; 190-245°, 50 mi at 2500'; 245-310°, 40 mi at 2000'; 310-060°, not checked. (6-25)

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip.-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S ow SW wind. FEE for multi eng acft. (9-9)

CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operg on top of 20' hill lctd 200' E of NE end NE/SW strip. (6-10)

★COLUMBUS-PORT COLUMBUS ARPT-TOWER: July 12, trans & rcvr 142.74 mc decmsnd. These data rcvd too late for inclusion on ANRA page. FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: DME 2400' MSL coverage 35 mi from 150° clockwise to 220°; 220° MSL 50 mi from 220° to 150°. (4-29)

DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF UHF/DF unreliable below 4000' - 329° to 027°; below 3000', 259° to 314°; below 2500', 180° to 229° and 121° to 173°. USAF VHF/DF unreliable below 3000', 295° to 305° below 2500', 306° to 294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

HAMILTON ARPT: Caution-const on extreme N side of E/W Rnwy. Equip. on fld. (6-16)

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

N. RIDGEVILLE-STRAUSS ARPT? Field closed. (5-19)

SOLON ARPT: S half of S strip under construction - rough, do not use. (11-6)

TOLEDO-RADIO: VOR usable distance 25 mi at min en route alt. (7-7)

**TOLEDO ARPT: 440' unlgtd derrick located 4 mi NNW. (7-2) Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

**TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)

WATERVILLE-RADIO: DME coverage at 2000' MSL, 50 mi from 278° clockwise thru N to 120° and from 210° clockwise to 262°. Coverage at 2200' MSL, 50 mi from 190° clockwise to 210°. Coverage at 2500' MSL, 50 mi from 120° clockwise to 190°. Coverage at 2000' MSL, 40 mi from 260° to 280°. VOR usable dist 45 mi at min en route instr alt. (4-29)

WILLOUGHBY-LOST NATION ARPT: Caution-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME 50 mi coverage 2000' MSL 315° clockwise to 344°, 2500' MSL 295° clockwise to 315°; 2600' MSL 259° clockwise to 295°; 3000' MSL 10° clockwise to 80°; 4000' MSL 80° clockwise to 127°. 40 mi coverage 2400' MSL 344° clockwise to 10°. 30 mi coverage 2600' MSL 127° clockwise to 259°.

★YOUNGSTOWN ARPT-TOWER: ILS glide slope lctd 750' NW of SE end and 650' SW of centerline of NW/SE Rnwy 32. Glide angle: 2.85°. Alt over MM 1385.' MSL; over OM 2630' MSL. (7-7) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 50 mi 340° thru 360° to 30° at 2700' MSL; 50 mi 30° thru 180° to 230° at 2300' MSL; 40 mi 230° to 280° at 2300' MSL; 50 mi 280° to 340° at 2700' MSL. (6-10)

**ARDMORE ARPT 10, FTW-ICT: Abandoned in error. This corrects Airgi Airgi Vol. 9, No. 7, dated June 15. Effect. July 1, bcn and fld lgts will be discontd. (6-23) Airport will continue to be operated by city. (7-1)

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)

GAGE ARPT: Closed all ngt and air carriers operns. NE/SW Rnwy SW of intsxn closed. to all operns-holes on rnwy. Acft wreckage extreme W edge N/S Rnwy 100' S intsxn. (7-9)

HOBAET-RADIO: VOR restricted to arwy use only. - moderate to severe bends and scalloping.

OKLAHOMA CITY-RADIO: DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. (5-14)

OKLAHOMA CITY-WILEY POST ARPT: 1572' (2724' MSL) lgtd twr erected 3.5 mi SE (115° T) at lat 35-32-58, long. 97-29-48. (5-27)

OKLAHOMA: OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME coverage 50 mi at 2500' MSL 360° thru 180° to 360°. DME tone ident erratic in certain areas apparently due to reflections but has no effect on usability. (5-24) FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turnarounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

**PONCA CITY ARPT: 155' (1245' MSL) lgtd rdo twr being erected 2½ mi NE (55° T) at lat. 36-45-10, long. 97-03-10. (6-10) Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

TULSA-RADIO: DME coverage 50 mi 330° thru 360° thru 180° to 230° at 2200'; 40 mi 230° to 250° at 2600'; 50 mi from 250° to 330° at 2600' MSL. (5-15)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: July 29, August 22, September 12, October 10. (5-28)

BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000' MSL; 125° lmtd 36 mi usable dist at 9000' MSL; alt radial 140° lmtd to 37 mi usable dist at 9000' MSL. (4-23)

BEAVER MARSH ARPT SITE 73, RIV-DLS: About July 15, beacon will be changed to 36'' double end, flashing alternately 6 clear and 6 green fpm. (6-15)

CASCADE LOCKS, BCN SITE 4, PDX-SPO: About July 15, Bcn will be changed from 6 to 12 flashes per min. Course lgts remain unchanted. (7-3)

EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615 from ground up to 2000'. N-lat 45-51-50; E-long 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR usable dist lmtd to 40 mi at 10,500' MSL from 40° thru 50° - from 80° thru 110° - from 195° thru 210°. Usable dist 30 mi at 10,500' MSL from 275° thru 305°. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

★MEDFORD-RADIO: July 9, Tiller FM on N course LF rng cmsnd. Ident: 2 dots-4 dashes. Lctd at lat 42-56-30, long. 123-01-30. (7-12) VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

MEDFORD ARPT-TOWER: May 27, ILS operg on test basis. Lclzr freq: 110.3 mc, with voice. Ident: MFR. Lctd on extended centerline and 1000' S of end Rnwy 14-32. Glide slope freq: 335 mc. Lctd 500' S of centerline and 850' S of apch end rnwy. Glide angle: 3°. Apch bear.: 140°, serving Rnwy 14-32. Elev of glide slope at OM 2852' MSL; at MM 1543' MSL. LMM freq: 356 kc, Ident: FR. Lctd on centerline extending and 3750' (0.71 mi) from apch end rnwy. OM lctd 48.5' E of centerline extended 28758' (5.45 mi) from apch end rnwy. Lclzr back course usuable. Variation: 20E. ILS monitored at ctl twr. FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PACIFIC CITY ARPT: Closed - construction. (6-22)

PENDLETON-ARPT-TOWER: About July 15, ILS will be shut down until approx July 21-modernization. (6-24) FLD: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require, after notification of twr. (6-28)

PORTLAND-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable below 10,000' on inbound headings counterclockwise of 317° to 170° and below 7500' from 170° to 049°. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when landing Rnwys 28, 29.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instrument altitudes. (7-13-54)

OREGON: ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races on the following dates: July 18, August 1, August 19. (6-7)
THE DALLES-RADIO: VOR figt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29)
**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 7 mi S (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)
BRISTOL-3M ARPT: Caution-const equip. on S apch N/S Rnwy-hazardous. (10-29)
BUTLER-RADIO: H fac usable dist 20 to 30 mi - due hvy interference from Lansing,Mich. LF rng. (6-17)
CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29) DME coverage 40 mi at min en route instr alt.
**GREENSBURG ARPT: Abandoned. (7-7)
HARRISBURG-RADIO: VOR has flyable bends beyond 40 mi between 310° clockwise to 330°. Usable dist 30 mi from 100° to 140°, 40 mi from 140° to 230° at min en route instr alt. DME coverage 3000'MSL 40 mi 150°-210°; 5500' 40 mi 210°-240°;5500' 45 mi 240°-280°; 5500' 30 mi 280°-310°;4000' 30 mi 310°-330°;4000' 20 mi 330°-350°;3500' 20 mi 350°-050°; 3500' 50 mi 050°-070°; 2500' 50 mi 070°-150°. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)
JOHNSTOWN-RADIO: About July 27, VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation. 6°W. Elev: 2279'MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (6-8)
**LEESPORT-MARELLO ARPT: New Field. Type: P. Lat 40-48; long. 75-56. Lctn: 2 NE. Elev: 570. No. of rnwys: 2. Lngst rnwy & facs: 22-S3. Fuel: F1. Rem: N blkd;p-line E.
**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)
PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park, 7 mi NNE Philadelphia Arpt between 1330 and 2200. Music festivals.
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Unlgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.
PHILIPSBURG-RADIO: DME 4000' MSL coverage 50 mi from 070° thru 180° to 350°;4500' 50 mi from 350° thru 360° to 070°. (11-28)
PITTSBURGH-ALLEGHENY CO. ARPT: Due to non-visibility twr unable to ctl tfc in the tfc pat S of fld. New concrete rnwy parallel to and N of E/W Rnwy clsd to all tfc. Effect. May 19, const of loading apron in front of terminal bldg in progress. Rnwy 12-30 clsd SE of Rnwy 9-27. Const area extends to 100' S of Rnwy 9-27-flagged-lighted. (5-18)
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: DME coverage satisfactory for mileage information on lclzr front course Rnwy 23 and front course Rnwy 28 and back course Rnwy 10 and for radius 20 mi at min instr alt. (6-23)
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)
SELINSGROVE-RADIO: DME 4000' MSL coverage 40 mi from 005° thru 090° to 100°;4000' PENNSYLVANIA: 30 mi from 100° to 120°;4000' - 20 mi from 120° to 150°;3500' - 30 mi from 150° to 180°; 3500' - 40 mi from 180° to 215°;4000' - 40 mi from 215° to 255°;4000' - 30 mi from 255° to 305°;4000' - 40 mi from 305° to 335°;4000' - 30 mi from 335° to 005°. VOR usable dist 30 mi at min instr alt.
WASHINGTON ARPT: E/W Strip clsd. (4-28)
WELLSBORO-GRAND CANYON ARPT: Caution-const. Men and equip. on fld. (5-26)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.
WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft opern under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress both sides and edges Rnwy 5-23. (6-2)
SOUTH CAROLINA: ANDERSON-RADIO: VOR courses-lgt to moderate roughness maybe noted over mountains NW at min alt. (5-24) Correct H fac lat 34-29-40, long. 82-42-49. Correct VOR lat 34-21-26, long. 83-05-27. (6-25)
BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)
CALHOUN FALLS-BENTLEY ARPT: Closed. (3-24)
CAMDEN-WOODWARD ARPT: 565' (1004'MSL) lgtd twr erected 7.5 mi SW (238°T) at lat 34-13-45, long. 80-40-45. (6-9)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)
COLUMBIA-RADIO: VOR course 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness.(5-24) DME coverage 270° thru 0° to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)
COLUMBIA ARPT-TOWER: ILS glide slope out of service. (7-7) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-28)
FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.
GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully figt-checked. (10-9)
MYRTLE BEACH ARPT: N/S Rnwy clsd for approx 10 days. (6-11)
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)
SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable. (3-2) USAF UHF/DF trng status.
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch. (6-23)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
**MILLER ARPT: 24" clear beacon rotating 12rpm in opern. (7-6)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing figt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-figt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (5-25)

TENNESSEE: BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to fld. About July 26, lclzr and glide slope will be shut down for approx one week-modernization.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. VOR course usable over 50 mi at min instr alt. (2-27)
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec 18 - modernization. ILS being monitored by U.S Weather Bureau Lovell Fld. LOM and North Chattanooga H fac operg as unmonitored facilities. (6-22) FLD: Due to non-visibility,twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service until Sept 1- modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (7-7)
CROSSVILLE-RADIO: VOR usable dist excess 100 mi along Arwy Green 5 and toward Atlanta at min alt. Usable dist in other directions not yet determined. (7-16)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME usable dist at min en route alt as follows: From 120° from stn clockwise thru 140°, 30 mi; 140° thru 290°, 20 mi ; 290° thru 310°, 30 mi; 310° thru 120°, 40 mi. (6-21)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. VOR usable for more than 50 mi min en route alt. Caution-occasional monentary course distrubance in mountainous areas. (5-7) DME usable for more than 20 mi at min en route alt.
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (1-4) FLD: N/S Rnwy closed ngts. (2-24)
MEMPHIS-RADIO: VOR radials 200°-260° max usable dist at min IFR alt - 40 mi. DME coverage at min en route alt 50 mi in all azimuths xcpt 190-200°, 40 mi; 200-230°, 30 mi; 230-260°, 40 mi. (6-17)
**MT. PLEASANT ARPT: NE/SW Rnwy 3400'. (7-10) 110' (993'MSL) lgtd rdo twr erected 8 mi NW (320°T) at lat 35-38-01, long. 87-15-10. (6-16)
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°, thru 270° clockwise from stn usable dist 40 mi. (6-15)
NASHVILLE-BERRY FLD:, Const-new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33, and 970' W Runway 2L-20R lgtd. NG has no serv July 7 - July 27, operns fac avail 1400-2230 Mon thru Fri July 9- July 27. Transients close and file with CAA rdo other hrs. (7-5)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
★SMYRNA-SEWART AFB-RADIO: USAF VHF/DF flgt-checked satisfactory. (7-7)
TEXAS: ABILENE-RADIO: DME coverage 20-100°, 50 mi at 3000'; 100-195°, 50 mi at 4000'; 195-215°, 40 mi at 4000'; 215-20°, 50 mi at 4000' MSL. (6-21)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.
AMARILLO-RADIO: About Aug 3, FM on E course LF rng will be perm discontd. (6-30)
AUSTIN-RADIO: DME coverage 50 mi 2000' MSL 0°-thru E to 110°; 50 mi 2500', 110°-thru S to 220°; 50 mi 3000'; 220° thru 250°; 50 mi 3500'; 250° thru 330°. Coverage over Danger Area 343, 330° thru 360° not certified. (6-10)
AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unrdiable below 3000'. USAF UHF/DF on trng status. (6-14)
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. DME coverage 20-130°, 50 mi at 4000'; 130-190°, 40 mi at 4000'; 190-260°, 50 mi at 4500'; 260-350°, 50 mi at 5000'; 350-20°, 50 mi at 4500' MSL. (6-30)
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)
BRYAN-AFB-RADIO: USAF UHF/DF trng status only. (6-14)
CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.
COLLEGE STATION-RADIO: DME coverage 50 mi 165 thru S to 315°, at 2000'; 40 mi 315 thru N to 60° at 2000'; 30 mi 60-95°, at 2000'; 40 mi 95-110° at 2000'; 40 mi 110-135° at 1600'; 40 mi 135-165° at 2000' MSL. (6-16)
CORPUS CHRISTI NAS-RADIO: Use of S crs Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.
CULBERSON-RADIO: DME coverage 140-250°, 50 mi at 9000'; 250-265°, 40 mi at 7500';
TEXAS: 265-280°, 50 mi at 8000'; 280-340°, 40 mi at 10,800; 340-140°, 50 mi at 7500'MSL.
**DALHART ARPT: Use rnwys. Only Rnwys 17-35 and 3-21 lgtd. (6-24)
DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Aug 15.
FLD: Exten const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' high than ground grad. Const-daylgt hrs., men and equip on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000 and 2000' NW end Rnwy 13; 400' SE of center of rnwy-unlgtd. (6-2)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)
EL PASO-RADIO: DME coverage 010° thru 100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240° thru 265°, 40 mi 8500'; 265° thru 300°, 30 mi at 10,000'; 300° thru 320°, 50 mi at 10,000'.
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; right hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)
FT. WORTH-RADIO: VOR radials 105° clockwise thru 120° moderate to severe scalloping
FT. WORTH-CARTER FLD: Caution-const. SE area arpt. Men and equip on fld. (5-21)
**FT. WORTH-MEACHAM FLD: 285'(803'MSL) lgtd rdo twr being erected 4 mi SE (140°T) at lat 32-45-42; long. 97-18-49. (7-7) 1118' lgtd TV twr erected 8 mi SE (128°T) at lat. 32-45-01, long. 97-16-07. (7-6)
FT. WORTH-RUSSELL FLD: N end fld is clsd and fence placed across N/S Rnwy approx 1500' from the N end NW/SE Rnwy is clsd on the NW extremity. (6-28)
GALVESTON-RADIO: April 23, VOR shut down for relctn.
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00, long. 96-32-00.
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville, direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S Hwy 83 to Carrizo Springs; State Hwy 85-Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus., or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.
HOUSTON ARPT: Deep ruts in E shoulder of NW/SE Rnwy. Drilling derrick erected 950' from NW apch end Rnwy 12. Overall height 109' MSL-lgtd. (6-21)
HUDSPETH-RADIO: DME coverage 50-80°, 50 mi at 8500'; 80-260°, 50 mi at 9000'; 260-290°, 50 mi at 8000'; 290-030°, 50 mi at 9000'; 30-50°, 50 mi at 10,800' MSL. (6-23)
**HUNTSVILLE ARPT: 300' (417' MSL) lgtd twr erected 23 mi NW (310°T) at lat 30-57-30, long. 95-53-45. (6-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)
LUFKIN-RADIO: DME coverage 125-145°, 50 mi at 1500'; 145 thru S to 280°, 40 mi at 1500';280-305°, 40 mi at 1700'; 305-315°, 30 mi at 1700'; 315-335°, 40 mi at 1700'; 335 thru N to 15°, 40 mi at 2000'; 15-60°, 40 mi at 1700'; 60-125°, 40 mi at 1500'MSL.
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7)
MIDLAND-RADIO: DME coverage 40-70°, 50 mi at 4000'; 70-260°, 50 mi at 4500'; 260-40°, 50 mi at 5000' MSL. (6-30)
MIDLAND AIRPARK-TOWER: Effect. Mar 1, and until Sept 1, USAF mobile tower controls all military and civil tfc on followings freqs: Trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". FLD: NW/SE rnwy clsd to all acft during daylgt hrs on week-days until Sept1, because of parked mil acft on rnwy. While arpt is being used by mil acft an Air Force mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)

TEXAS: MINERAL WELLS-RADIO: DME coverage 95-180°, 50 mi at 2500'; 18-230°, 50 mi at 3000'; 230-260°, 40 mi at 3000'; 260-350°, 50 mi at 3000'; 350-95°, 40 mi at 2500' MSL. (6-24)
ODESSA-ECTOR COUNTY ARPT: Caution - NW/SE Strip clsd-men and equip. on fld. (6-6)
POTEET ARPT: Closed - const. (11-20)
QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45-250°, 50 mi at 9000'; 250-290°, 50 mi at 8500'; 290-015°, 50 mi at 9000'; 015-045°, 30 mi at 10,800' MSL. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unrel below 4500' MSL in all quads. (12-22)
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
**SHERMAN ARPT: 164' (970' MSL) lgtd rdo twr erected 14 mi S (175°T) at lat 33-26-30, long. 96-34-31. (6-30)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000' MSL. (2-19)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' MSL all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
TYLER-RADIO: LF rng has moderate interference from Killeen-Gray AFB rng. Caution advised. (7-8)
VICTORIA COUNTY ARPT: 107' lgtd oil well derrick being erected 350' SW of centerline NW-SE runway approx 1200' NW of SE end of NW-SE runway. (7-1)
WACO-RADIO: DME coverage 2300' MSL, 50 mi 290° thru N to 190°; 2300' MSL, 40 mi 190° to 290°. Coverage not certified over Danger Areas 219 and 443. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd - const., mrkd. (7-7)
WICHITA FALLS-(SHEPPARD AFB): Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of runways. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylight hours only. (4-19)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000' MSL. DME 13,000' MSL coverage 50 mi 350° N, E, S and W to 330°. 13,500' MSL coverage 50 mi 330° to 350°.
DELTA-RADIO: VOR usable dist 40 mi from radial 40° to 80° and from 100° to 135° at 11,000' MSL. DME coverage 13,000', 50 mi 20° thru 40° and 30 mi 40° thru 90° and 50 mi 50° thru 170°; 9000', 50 mi 170° thru S to 230°; 11,000' 50 mi 230° thru W and N to 20°.
HANKSVILLE-RADIO: VOR usable dist 40 mi 40° thru 60° at 10,000' MSL and 30 mi 172° thru 190° at 13,000' MSL. (4-28)
MILFORD-RADIO: VOR usable dist 25 mi from 20° thru 140° and 40 mi from 235° thru 330° at min instr alt. (12-9) DME coverage 13,000', 50 mi 355° to 040°; 13,000', 20 mi 040°-120° and 50 mi 120°-160°; 10,000', 50 mi 160°thru S to 210°; 12,000', 50 mi 210°-230° and 30 mi 230° thru W to 310°; 11,000', 50 mi 310°-355°. (5-21)
OGDEN-RADIO: VOR coverage 35 mi from 5° to 120° at 11,000' MSL. (7-30) DME coverage 0-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000' MSL.
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500' MSL; 35 mi at 11,000' MSL. DME 9000' coverage 50 mi - 235° thru W to 340°, 12,000' at 30 mi - 340° thru N to 020°. 13,000' at 20 mi - 020° thru E to 140°. 12,000' at 50 mi - 140° to 180° and 40 mi - 180° to 235°. (5-10)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME 9000' MSL coverage 50 mi 350° thru N to 160°. 11,000' at 50 mi 160° thru S to 220°. 12,000' at 50 mi 220° thru W to 295°, and 40 mi 295° thru 350°.
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearing unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)

VERMONT: BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8)
VIRGINIA: **ALEXANDRIA-BEACON FLD: Fld is open - notam closing fld in error. (7-2)
BRIDGEWATER-SHEN-MYER ARPT: Strip 33-15 closed. Use strip 27-9 at pilot's discretion - soft spots when thawing. (1-25)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
**DELTAVILLE-BERRYVILLE ARPT: ABANDONED. (6-24)
**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy and facs: 30-BL2, 4-S5-U. 80,91 oct. This corrects Airgi Vol. 9, No. 7, dated June 15.
FRONT ROYAL-RADIO: VOR usable dist clockwise 120 to 160°, 175 to 200°, 220 to 226°, 270 to 10° is 40 mi at 4,000' MSL. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR usable dist 50 mi at min instr alt. Roughness in all quads. DME coverage 55-75°, 40 mi at 1500'; 75-85°, 35 mi at 1500'; 85-130°, 40 mi at 1500'; 130-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185° to 240° usable only to 25 mi at min en route instr alt. (5-20)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop. ngts.
MANASSAS ARPT: CLOSED - const. (4-29)
MONTEBELLO-RADIO: DME coverage 210-90°, 50 mi at 6000'; 90-150°, 50 mi at 3000'; 150-180°, 40 mi at 3000'; 180-210°, 40 mi at 5000' MSL. (7-6)
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR radials 305° clockwise to 15° usable 25 mi at min instr alt. 15° thru 55° and 195° thru 210° usable 40 mi at min instr alt. DME coverage 10-40°, 40 mi at 6000'; 40-120°, 50 mi at 6000'; 120-200°, 40 mi at 6000'; 200-225°, 30 mi at 6000'; 225-255°, 50 mi at 6000'; 255-010°, 30 mi at 6000' MSL. (7-7)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrked p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500' MSL. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
ELLENSBURG-RADIO: VOR flgt-checked for en route arwys use only, at min instr alts. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. DME and VOR coverage from 40° thru 60°, 30 mi at 7000'; 60° thru 150° unknown prohibited area 150° thru 175°, 30 mi at 5500'; 175° thru 260°, 50 mi at 10,000'; 260° thru 290°, 50 mi at 8000'; 290° thru 40°, 30 mi at 10,000' MSL. (6-21)
ESPANOLA BCN SITE 22, SEA-HLN: Soon, beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)
✱EVERETT-PAINE AFB-RADIO: USAF VHF/DF cmsnd. Call: Homer. Freq: 137.88 mc. Hrs of opern: 0700-2300, 30 min notice other hrs. Steers unreliable 080-160° below 9000'. USAF UHF/DF steers unreliable, 160° to 310° clockwise below 7000'; 025-098° below 9000' due terrain limitations. (8-11)
**HOQUIAM: Airspace Warning Area W-400. Description: N bndry, lat 47-58-30; E bndry, long. 125-30-00; S bndry, lat 46-53-30; W bndry, long. 128-40-50. Altitude: Surface to unlimited. Activities: Air-to-air gunnery - 50 calibre. Time of Use: Unlimited. Controlling Agency: Dept of Air Force Representative - Boeing Airplane Co. Effective date: 30 day waiting period waived. (6-15)
HOQUIAM-RADIO: DME coverage 3500' MSL 50 mi from 35° thru to 50°. 7000', 50 mi from 50° thru to 155°. 5000', 50 mi from 155° thru to 35°. (5-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable below 7000', 050-110°, below 4000', 110-240° below 3500', 240-315°. (1-13)
**NELSON RIDGE BCN SITE 6, SEA-HLN: About July 22, beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (7-8)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd. (6-14)
**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)
SEATTLE AIR ROUTE TRAFFIC CTL CENTER-RADIO: Trans. & rcvg freq 132.3 mc out of service. (7-13-54)

WASHINGTON: SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch, Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld. at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: VOR and DME coverage 50 mi 36° thru 152° at 7000'; 50 mi 152° thru 244° at 5000'; 50 mi 244° thru 264° at 6000'; 50 mi 264° thru 36° at 8000' MSL. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable inbound headings counterclockwise 070-300° at 6000'; 090-070° at 9000'; 140-090° at 11,000'; 180-140° and 300-250° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; trng status.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution - const on ramp N of control tower. Mil acft parked adf to taxiway between Rnwy 20 and control twr.
TACOMA-McCHORD AFB-RADIO: All courses LF rng have splits and multiples beyond 20 mi. (6-3) USAF UHF/DF unreliable below 10,000' on inbound 130-175°. (6-22)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR usable dist from 10° clockwise thru 58°, 30 mi at 3000' MSL; 270° thru 330°, 30 mi at 2500' MSL. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 5.2 mi WNW (275° T) at lat 38-22-36, long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10). DME coverage 35-95°, 50 mi at 6800'; 95-120°, 40 mi at 6800'; 120-165°, 30 mi at 6800'; 165-195°, 40 mi at 6800'; 195-220°, 50 mi at 6800'; 220-35°, 50 mi at 5000' MSL. (7-1)
ELKINS ARPT: Rnwy lgts on 13-31 inoperative. Taxiway clsd for maint from ramp to end Rnwy 31, approx 50' left side taxiway from intsxn to ramp - very ruf. (7-7)
MARTINSBURG-RADIO: DME coverage 50-95°, 40 mi at 2500'; 95-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)
MARTINSBURG ARPT: Glide flying - peak activity expected on week ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuth angles 220° thru 252°. (4-3)
**GRANTSBURG 7, MPS-QT ARPT: 205' (1192' MSL) lgtd rdo relay twr being erected 6 mi SSE (170° T) at lat 45-42-33, long. 92-38-38. (6-7)
**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chanber of Commerce
JANESVILLE-RADIO: VOR course rough all azimuths within 5 mi of stn. (6-8)
**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36'' rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.
MADISON-TRUAX FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26,31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MARSHFIELD ARPT: Caution - construction NW/SE strip. (6-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. (4-2) DME coverage at min en route alt 50 mi or more 200° clockwise to 190° and 40 mi or more 190° clockwise to 200°. (6-11) About July 13, trans 122.2 mc and trans & rcvr 255.4 mc will be cmsnd. (6-16)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: About July 13, twr and INSACS will be combined. Twr trans 257.8 mc. Trans & rcvr 118.5 and 243.0 mc will be cmsnd. VHF/DF will be decmsnd at twr and recmsnd about July 26 at combined fac. (6-16) FLD: Due to non-visibility twr unable to ctl tfc on 400' section of rnwy 7-25 beginning 360' from SW end. (5-25)
RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE Strip. Men and equip. on fld. (6-22)
WATERTOWN ARPT: NE/SW Strip clsd - const. (5-21)
WAUKESHA COUNTY ARPT: Caution E/W Strip under const. Men and equip. on fld.
WYOMING: CASPER: Temp. controlled Firing Area will be conducted until Sept 1, in following described area: Bounded on N by lat 42-58-00; E by long. 106-41-00, S by lat 42-56-00; W by long. 106-48-00. Altitude: Surface to 16,000' MSL. Time of Use: As published in NOTAMS. Activities Conducted: Air-to-ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard. 600 E. 25th Street, Casper, Wyoming. (5-18)
CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' MSL and beyond 7 mi. Not to be use for auto. pilot apchs.
CASPER-NATRONA COUNTY ARPT-TOWER: Effect. thru Sept. 5, twr in opern by AF personnel. Trans 278 kc; 243.0, 236.6, 126.18, 121.5, 118.3 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 121.5, 126.18, 236.6, 243.0 mc. Hrs of opern: 1300-0650 daily. VHF/DF on 137.88 mc. UHF/DF on 305.4 mc. Standard lgt signals from twr for acft not equipped with rdo. (7-1)
CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10-120°, 7300' MSL; 120-180°, 7500' MSL; 180-280°, 11,000' MSL; 280-325°, 10,500'; MSL; 325-340°, 9000' MSL; 340-10°, 7500' MSL. (5-5)
CHEYENNE ARPT-TOWER: July 1, ILS shut down until approx Oct. 1 - rnwy construction. FLD: Clsd to transient jet acft till approx Oct. 1, except in emergencies. (7-1)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-closed to hvy acft.
LARAMIE-RADIO: DME coverage N thru E to 155°, 50 mi at 11,000'; 155-180 to 225°, 40 mi at 15,000'; 225-270 to 300°, 30 mi at 15,000'; 300 thru N, 50 mi at 11,000' MSL. (7-2)
LARAMIE-BRESS FLD: Caution deer on fld. (6-29)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd - mrkd. (3-18)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)
**WHEATLAND ARPT: Correct lat 42-03-15, long. 104-56-00. Dist & Direction: 1.2 E. (6-22)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operation of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consis- of a single radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of + 4° be indicated through use of the ground check or + 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of July 12, 1954, check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans.
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Robert Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C., Municipal
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cutbank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa, Municipal
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kans.
Hobart, Okla., Municipal
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., Municipal
Knoxville, Tenn., McGhee-Tyson
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont., Municipal
Long Beach, Calif., Municipal
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preson Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Moline-Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr., Municipal
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Palmdale-Los Angeles County
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque, Isle, Me., AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif.
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz., Municipal
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N. Y., Westchester Co.
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz., Municipal
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga., Municipal
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., AFB
Ardmore, Okla., 10, FTW-ICT
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., Malcolm McKinnon
Carlsbad, N. Mex.
Charleston, S. C., Municipal
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas, Municipal
Dayton, Ohio, Municipal
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Penn., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr., Municipal
Greensboro, N. C., High Point
Helena, Mont., Municipal
Houston, Texas, Municipal
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
LaCrosse, Wisc.
Lafayette, La., Municipal
LaGrange, Ga., Callaway
Laramie, Wyo., General Brees Field
Las Vegas, Nev., McCarran
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va., Municipal
McAlester, Okla., New Municipal
Memphis, Tenn., Municipal
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula County
Mobile, Ala., Bates
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla., Municipal
Paducah, Ky., Barkley
Palacios, Texas, Municipal
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev., Municipal
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif., Municipal
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico County
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., New Municipal
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo., Municipal
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex., Municipal
Tulsa, Okla., Municipal
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla., Municipal
Walnut Ridge, Ark.
Washington, D. C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, Municipal
Youngstown, Ohio, Municipal

GROUND - Out of alphabetical order

Philipsburg, Penn.

(7-13-54)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	CRS AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
ALBANY, GA. Municipal Airport 196 SBMRAZ - ABY Procedure No. 1 Effective date: 7/21/54	Albany VOR	126 9.0	1600	N side E crs 090 - outbnd 270 - inbnd 1400' - within 25 mi	1200	270 4.2	T-dn C-dn S-dn 27 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.2 miles...climb to 1500' on W crs within 25 miles.
CHICAGO, ILL. Midway Airport 618 SBRAZ - DTV - CHI Procedure No. 1 Effective date: 7/30/54	Wilson Int. (final)	152 12.0	1500	W side of crs 332 - outbnd 152 - inbnd 2000' - within 10 mi 2500' - within 25 mi	1500	152 2.2	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 2.2 miles climb to 2000' on N and S legs of Harvey LFR proceeding S to Momence Int. or if directed by ATC as follows: 1. Climb straight out on SE crs. Chicago LFR proceed to Thornton Int at 2000'. 2. Make left climbing turn, proceed out NE crs Chicago LFR at 2500' to Lakeshore Int. 3. Make right climbing turn, proceed out W crs Chicago LFR at 2500' to Downers Grove Int.
DETROIT, MICH. Detroit Wayne Major Airport 639 SBRAZ - DTV - RML Procedure No. 1 Effective date: 7/30/54	Salem VOR** Willow Run LOM Detroit VOR	144 16.0 075 11.0 154 5.0	2300 final 1500 2000	S side W crs 261 - outbnd 081 - inbnd 1900' - within 10 mi 2000' - within 25 mi	1500	107 1.6	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 1.6 miles climb to 2300' on E crs of RML LFR or as directed by ATC as follows: Make right turn, climbing to 2300' processing via SE crs RML-LFR to Flat Rock Int. **Effective commissioning date of new Salem VOR.
ENID, OKLAHOMA Woodring Airport 1159 MRLWZ - END Restricted Procedure No.1 Effective date: 7/22/54				W side of crs 304 - outbnd 124 - inbnd 2600' - within 25 mi	2100	087 3.7	all	NA	NA	Within 3.7 miles climb to 2500' on SE crs END LFR within 25 miles, or when directed by ATC turn right climb to 2500' on SW crs within 25 miles. NOTE: This procedure not approved for ADF apch. NOTE: Weather service and communications not available to the general public.
HOULTON, MAINE Municipal Airport 493 BMRLZ - HUL Procedure No. 1 Effective date: 7/24/54				E side N crs 0 15 - outbnd 195 - inbnd 1800' - within 10 mi (NA beyond 10 mi) 0procedure turn E to avoid high terrain.	1300	195 3.1	T-dn C-d C-n S-dn 19 A-dn	500-1 700-1 700-1.5 600-1 1000-2	500-1 700-1.5 800-2 600-1 1000-2	Within 3.1 mi...climb to 2500' on S crs within 15 mi. ADF procedure not authorized. Caution: 870' hill with beacon light SE of arpt, hill along E side of airport.
HOUSTON, TEXAS Municipal Airport 50 SBRAZ - DTV - HOU Procedure No. 1 Effective date: 7/24/54	Int. SE crs HOU-LFR & 039° PER Rbn (Final) Arcola FM Houston FM Houston VOR	309 5.0 038 16.0 129 9.0 136 2.0	700 1200 1500 1200	E side SE crs 129 - outbnd 309 - inbnd 1200' - within 15 mi (NA beyond 15 mi)	700	309 2.2	T-dn C-dn S-dn 30* A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.2 miles..climb to 1700' on NW crs within 25 miles. *590' per minute descent required at 120MPH.
HOUSTON, TEXAS Municipal Airport 50 SBRAZ-DTV - HOU Procedure No. 2 Effective date: 7/29/54	Int. SE crs HOU LFR & 039° mag brg from PER-Rbn Arcola FM Int. NW crs HOU LFR & NE crs RIM LFR (final) Houston VOR	309 5.0 038 16.0 129 10.0 to HOU FM 136 2.0	1200 1200 1500 1200	W side NW crs 309 - outbnd 129 - inbnd 1700' - within 25 mi	1500 over HOU FM	129 5.8	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.8 miles from Houston FM climb to 1400' on SE crs within 15 miles.
MINOT, N. DAK. Port O' Minot Airport 1723 BMRLZ - DTV - MOT Procedure No. 1 Effective date: 7/17/54	MOT VOR	209 6.0	2900	E side of SE crs 122 - outbnd 302 - inbnd 2900' - within 15 mi 3400' - within 25 mi	2400	305 3.3	T-dn C-dn S-dn 30 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.3 miles, climb to 3500' on NW crs within 25 miles of MOT LFR. Notice: ADF procedure not authorized.
MONTPELIER, VT. Barre-Montpelier Arpt 1149 BMRLZ-DTV - MPV Procedure No. 1 Effective date: 7/29/54	Northfield Int. (SE crs Burlington LFR and SW crs Montpelier LFR)	050 12.0	4500	N side NE crs 050 - outbnd 230 - inbnd 4000' - within 10 mi	3000	230 2.7	T-d T-n C-d C-n A-dn	800-2 1400-2 1400-2 1900-3 2000-3	800-2 1400-2 1400-2 1900-3 2000-3	Within 2.7 miles..climb to 4500' on SW crs within 10 miles. ADF procedure not authorized.
PIERRE, S. DAK. Pierre Airport 1742 SBRAZ - DTV - PIR Procedure No. 1 Effective date: 7/17/54	PIR VOR	236 2.5	3000	N side E crs 083 - outbnd 263 - inbnd 3000' - within 25 mi	2500	268 3.3	*T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-2 800-2	Within 3.3 miles, turn left, climb to 3500' on W crs within 25 miles. *Take-off to the NW restricted to 400-1.
WATERTOWN, S. DAK. Watertown Airport Procedure No. 1 Dated: 7/16/54	PROCEDURE CANCELLED Effective date: 6/8/54									
PUEBLO, COLO. Municipal Airport Procedure No. 1 Dated: 3/1/53	PROCEDURE CANCELLED effective date: 6/21/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-13-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
GLEN FALLS, N.Y. Procedure No. 2 Dated: 6/29/54	Delete Procedure No. 2 from AIRGI Vol 9 No. 8 dated 6/29/54									
GOODLAND, KANSAS Municipal Airport Procedure No. 1	PROCEDURE CANCELLED effective date: 7/20/54									
FARMINGDALE, N.Y. Republic Aviation Arpt 82 (Using Babylon MHW-FM BBN) Procedure No. 1 Effective date: 7/29/54 (above procedure approved only during the hrs that the control tower is in operation).	Mitchel LFR	121 8.0	1500	E side of crs 166 - outbnd 346 - inbnd 1500'- within 10 mi	800	346 4.0	T-dn C-dn S-dn 1 & 32 A-dn	300-1 500-1.5 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4 miles of Babylon MHW...climb on a crs of 350° to the NE crs of the Mitchel LFR and proceed to the Mitchel radio range at 2500'. Straight-in approach approved on a crs of 350° to the Babylon MHW within 10 mi as determined by surveillance radar.
	Long Beach Int.	066 18.0	1500							
	Scotland Rbn	077 32.0	1500							
	St. James Int.	229 19.0	1500							
	Huntington Int.	179 14.0	1500							
	Radar terminal area transitions all directions	within 25 mi of IDL	3000							
FT. WORTH, TEXAS Amon Carter Airport 568 MHW - GPR Procedure No. 2 Effective date: 7/24/54	Ft. Worth LFR	107 20.0	2700	W side of crs 175 - outbnd 355 - inbnd 1900'- within 15 mi (NA beyond 15 mi*)	1300	349 5.7	T-dn C-dn S-dn 35 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.7 miles...turn left, climb to 1900' on crs of 309° within 15 miles of Amon Carter ILS-LOM, or when directed by ATC, climb to 2200' on crs of 349° within 25 mi of Grand Prairie MHW. *Procedure turn non-standard due ATC.
	Haslet MHW	126 23.0	1900							
	Amon Carter ILS LOM	150 12.0	1900							
	Int. E crs FTW & N crs DAL	204 17.0	1900							
	Dallas LFR	238 12.0	1900							
	Duncanville MHW	288 12.0	1800							
LAWRENCE, MASS. Municipal Airport 165 MHW - LMM Procedure No. 1 Effective date: 7/24/54				S side of crs# 234 - outbnd 054 - inbnd 1800'- within 7 mi #Procedure turn limtd to 7 mi due to limits of controlled airspace.	1300	054 3.2	T-dn C-dn S-dn* 5 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 3.2 miles make a left climbing turn to 2000' NW bound on SE crs of Concord LFR within 10 miles of Lawrence MHW fac. *Deviation from criteria. Rate of descent exceeds standard. Runway 18-36 not authorized at night. Facility owned and operated by City of Lawrence.
LUBBOCK, TEXAS Municipal Airport Procedure No. 1 Dated: 5/1/53	PROCEDURE CANCELLED Superseded by combination ADF-ILS Procedure, dated 8/2/54									
OTTUMWA, IOWA Municipal Airport Procedure No. 1 Dated: 6/1/54	PROCEDURE CANCELLED effective date: 6/8/54									
SAGINAW, MICH. Tri-City Airport 667 BMH - TV - SGW Procedure No. 1 Effective date: 7/15/54				W side of crs 350 - outbnd 170 - inbnd 2000'- within 25 mi	1200	at arpt	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0.0 miles....climb to 2000' on crs of 170° within 25 miles of Rbn. Caution: 1. 900' MSL radio twr 3.5 mi 170° from airport. 2. 780' MSL elevator 2.5 miles W of airport.
SIOUX FALLS, S. DAK. Municipal Airport Procedure No. 1 Dated: 2/15/53	PROCEDURE CANCELLED effective date: 7/9/54									

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

AUGUSTA, MAINE State Airport 357 BVOR - AUG TVOR 17 Effective date: 7/24/54	Augusta LFR	076 2.3	1700	W side of crs 348 outbnd 168 - inbnd 1800'-within 10 mi	1100	171 1.0	T-d T-n C-d C-n S-dn 17 A-dn	400-1 500-1 700-1 700-1.5 700-1 800-2	400-1 500-1 700-1.5 700-1.5 700-1 800-2	Make a climbing right turn to 1800' outbnd on crs 232° from Augusta VOR within 10 mi.
TVOR 35 Effective date: 7/24/54	Augusta LFR	076 2.3	1700	E side of crs 174 - outbnd 354 - inbnd 1600'- within 10 mi	1000	351 1.0	T-d T-n C-d C-n S-dn 35 A-dn	400-1 500-1 600-1 600-1.5 600-1 800-2	400-1 500-1 600-1.5 600-1.5 600-1 800-2	Make a climbing right turn to 2300' on crs 070° from Augusta VOR within 10 mi.
TVOR 26 Effective date: 7/24/54	Augusta LFR	076 2.3	1700	N side of crs 080 - outbnd 260 - inbnd 1600'- within 10 mi	1000	260 crs parallel to runway	T-d T-n C-d C-n S-dn 26 A-dn	400-1 500-1 600-1 600-1.5 600-1 800-2	400-1 500-1 600-1.5 600-1.5 NA 800-2	Climb to 1800' on crs. 232° from Augusta VOR within 10 miles.
LAKELAND, FLA. Drane Field 142 *VOR - LAL Procedure TVOR - 5				S side crs 228 - outbnd 048 - inbnd 1200'- within 10 mi (NA beyond 10 mi)	600	043 1.0	T-d C-d S-d 5 A-dn	300-1 500-1 600-1 NA	300-1 500-1.5 500-1 NA	Within 00 miles climb to 1500' on crs. 090 within 15 miles. Weather, communications and airport lighting service at this airport not available to the general public. Non Air Carrier flights contact Tampa Center for approach clearance or following missed approach. *Facility is Category B.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-15-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
BALTIMORE, MD. Friendship Intn'l Arpt 146 ILS - BAL LOM - BA Procedure No. 1 Comb: ILS-ADF Effective date: 7/29/54	Relay Int.	LOM	221 5.0	1500	S side W crs 281 - outbnd 101 - inbnd 1500'- within 10 mi	ILS 1500 ADF 1200 over LOM	1260 4.4	335 0.7	T-dn C-dn S-dn 10 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 miles after passing LOM (ADF) ...climb to 1500' on E crs ILS or crs 101° from LOM within 10 miles.
	Int NE crs Arcola LFR and W crs ILS or 101° brng to LOM	LOM	101 23.0	1700								
	Beltsville FM	LOM	030 11.0	1600								
	Lisbon Int.	W crs ILS	130 15.0	1800								
	Lisbon Int.	LOM	122 20.0	1800								
	Baltimore VOR	LOM	254 5.0	1500								
Procedure No. 2 (Back crs ILS) Effective date: 7/29/54	Int E crs Baltimore LFR and E crs ILS	Int S crs BAL LFR & E crs ILS	281 21.0	1500	N side E crs 101 - outbnd 281 - inbnd 1500'- within 5 mi of Int S crs Baltimore LFR	No glide slope or mrkrs Descend to authorized minimums after passing S crs Baltimore LFR, distance to apch end of Runway 28. 6.0 mi.			T-dn C-dn S-dn 28 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.0 miles after passing S crs Baltimore LFR...climb to 1500' on W crs ILS within 10 mi of LOM.
BRISTOL, TENN. Tri-City Airport 1524 ILS - TRI Procedure No. 1 Effective date: 7/22/54	(Abingdon) Int. NE crs TRI-LFR & TRI-VOR 030 radial.	ILS E crs	210 13.0	5500	N side ILS E crs 090 - outbnd 270 - inbnd 3000'-#within 5 mi of OM	2800 from within 5 mi of LOM. 5500* from E of EME Int. or MHW	2740 4.4	1750 0.7	T-dn C-d C-n S-d S-n 27 A-dn	300-1 700-1 700-1.5 500-1 500-1 1000-2	300-1 800-1.5 800-2 800-1.5 800-2 1000-2	Climb to 5000' on W crs of ILS within 25 mi. #Flights desiring more than 5 miles for procedure turn maintain 5500' & complete procedure turn within 15 mi E of Emmett Int. or MHW. *Final descent not to be initiated until definitely past Emmett Int or MHW. Glide slope altitude 5500' over Emmett. ##Emmett Int. Int ILS E crs and Tri City VOR radial 352°. Caution: Abrupt changes in terrain elevations immediately adj to procedure areas. Also extreme turbulence may be expected during periods of high wind velocities.
	(Bristol) Int. NE crs TRI-LFR & TRI-VOR 344 rad or 340° from Emmett MHW	ILS E crs or EME MHW	160 5.0	5500								
	Tri-City VOR	ILS E crs	340 3.0	5500								
	Tri-City LFR	LOM	129 1.5	3000								
	Int. SW crs TRI-LFR & E crs ILS	LOM	090 3.5	3000								
	Int SW crs TRI-LFR & E crs ILS Emmett MHW or (Emmett) Int.## (final)	EME MHW or Int. ## OM	090 13.0 270	5500 *On glide slope or 2740'								
CHICAGO, ILL. Midway Airport 618 ILS - CHI LOM - CH Procedure No. 1 Comb: ILS-ADF Effective date: 7/30/54	Int. NE crs CHI LFR & SE crs NBU	LOM	260 13.0	2300	W side of crs 312 - outbnd 132 - inbnd 2300'- within 10 mi 2500'- within 25 mi	ILS 2300 ADF 1800	2255 5.8	868 0.8	T-dn C-d C-n S-dn 13R ILS ADF A-dn	300-1 500-1 500-1.5 400-0.75 500-1 800-2	300-1 500-1.5 500-1.5 400-0.75 500-1 800-2	Within 5.8 mi climb to 2000' and proceed S on the N & S crs Harvey LFR to Momence Int. or if directed by ATC as follows: 1. Climb to 2000' on SE crs CHI-LFR & proceed to Thornton Int. 2. Make left climbing turn to 2300' proceed out NE crs. CHI-LFR to Lake Shore Int. 3. Make right climbing turn to 2500' proceed out W crs CHI-LFR to Downers Grove Int. 4. Climb on SE crs CHI-ILS to 2000' proceeding to Kedzie Rbn or Gary Int.
	Int. SW crs NBU & 131° bearing LOM	Glide slope inter (final)	132 15.0	2500								
	CHI - LFR	NW crs ILS	290 2.0	2300								
	Int. SE crs CHI-LFR & NW crs ILS	LOM	312 6.0	2300								
	Int. NE crs JOT LFR & NW crs CHI-LFR	NW crs ILS	180 7.0	2300								
	Int. NE crs JOT & NW crs ILS	LOM	132 7.0	2300								
	Naperville VOR	SE crs ILS (Kedzie Rbn)	093 22.0	2300								
	Naperville VOR	LOM	067 15.0	2300								
	Naperville VOR	NW crs ILS Elmhurst Int.	040 14.0	2300								
	Lake Forest Int.	NW crs ILS	197 20.0	2500								
	Chicago Heights VOR	SE crs ILS (Kedzie Rbn)	335 17.0	2000								
	Int SE crs CHI-LFR & 312° brg to LOM (ADF)	LOM	312 5.8	2300								
	Int. NE crs JOT LFR & 165° brg to LOM-ADF	LOM	165 9.0	2300								
	Itn. NE crs JOT LFR and 068 brg to LOM	LOM	068 10.0	2300								
FLINT, MICH. Bishop Field 781 ILS - FNT LOM - FN Procedure No. 1 Comb: ILS - ADF Effective date: 7/15/54	Int N crs RML LFR and 180° brg to LOM	LOM	180 19.0	2200	S side W crs 271 - outbnd 091 - inbnd 2000'- within 10 mi 2100'- within 25 mi	ILS 2000 ADF 1500	1978 4.7	982 0.71	T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 500-1 400-0.75 400-1 800-2	300-1 500-1.5 400-0.75 400-1 800-2	Within 4.7 miles of LOM (ADF) climb to 2300' on crs of 113° within 25 miles of LOM. No approach lights.
	Int NW crs QG LFR & W crs ZR LFR	LOM	299 27.0	2300								
	Int N crs RML LFR & E crs LAN LFR	LOM	331 25.0	2300								
FT. WORTH, TEXAS Amon Carter Field 568 ILS - ACF LOM - AC Procedure No. 1 Effective date: 7/24/54 Comb: ILS- ADF	Dallas LFR	LOM	282 16.0	2200	N side NW crs 309 - outbnd 129 - inbnd 2000 - within 10 mi (NA beyond 10 mi)*	ILS 2000 ADF 2000 over LOM	2000 5.3	770 0.60	T-dn C-dn S-dn 13 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 2000' on SE crs of ILS within 25 mi or when directed by ATC turn right climb to 1900' on track of 175° to and then from Grand Prairie MHW within 15 mi of Grand Prairie MHW, or climb to 1900' via SE crs of ILS & 238° from DAL-VOR within 10 mi of Hensley Int. *Procedure turn non-standard due ATC. Caution: Rdo twr 1230' MSL lctd 5.0 mi ENE of OM.
	Int. 193° rad from DAL-VOR and SE crs ILS	OM	309 25.0	2000								
	Duncanville MHW	LOM	309 22.0	1900								
	Grand Prairie MHW	LOM	330 12.0	1900								
	Int. S crs FTW-LFR & W crs DAL-LFR	LOM	040 20.0	2700								
	Ft. Worth LFR	LOM	071 14.0	1900								
	Ft. Worth VOR	OM	069 23.0	2000								
	Int. N crs FTW-LFR or 010° from FTW-VOR & NW crs ILS	OM	129 24.0	1900								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-13-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM FREQ AND IDENT. / LOM: FREQ AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (*) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
FT. WORTH, TEXAS Meacham Field 692 ILS - FTW Procedure No. 2 Effective date: 7/29/54	Ft. Worth VOR	S crs ILS	132 13.0	2000	W side S crs 174 - outbnd 354 - inbnd 2000'-within 25 mi	No glide slope Rockwood FM 1500	No OM Rockwood FM 2.6	No MM	T-dn C-dn #S-dn 35 A-dn	300-1 500-1 400-1 800-2	300-1 800-1.5 400-1 800-2	Within 2.6 mi from Rockwood FM climb to 2000' on N crs of FTW-ILS within 25 miles. *Procedure turn non-standard due obstruction. #635 FPM descent required at 120 MPH. Caution: Water tank 863' MSL 0.5 mi SW of apch end of Rnwy 17, Bldg 956' MSL 2.0 mi N of airport.
	Int. W crs DAL-LFR & S crs ILS	Rockwood FM(final)	354 5.0	1500								
	Int. 132° rad FTW-VOR & S crs ILS	Rockwood FM (final)	354 7.0	1500								
LANSING, MICH. Capital City Airport 858 ILS - LAN LOM - LA Procedure No. 1 Comb: ILS - ADF Effective date: 7/17/54	Lansing VOR	LOM	070 11.0	2400	N side E crs 093 - outbnd 273 - inbnd 2000'- within 25 mi	ILS 2000 ADF 1500 at LOM	1959 4.3	1040 0.63	T-dn C-dn S-dn 27 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.3 miles of LOM (ADF) climb to 2200' on W crs ILS (273° from LOM) within 25 mi or when directed by ATC make climbing right turn, climb to 2000' on NW crs LAN LFR within 25 miles. Caution: tower 1880' MSL 6.5 mi SE of LOM. Note: No approach lights.
	Lansing LFR	LOM	080 2.0	2400								
	Int. 073° crs from LAN VOR and ILS crs or 273° brg to LOM	LOM	273 2.0	(final) ILS 2000 ADF 1500								
	Int 313° crs from RML VOR and ILS crs or 273° brg to LOM.	LOM	273 13.0	2000								
	Int. 101° crs from LAN VOR and 313° crs from RML VOR	ILS crs via 313 crs from RML LOM	313 16.0	2500								
	Int 293° crs from LAN VOR and ILS crs or 93° brg to LOM.	LOM	093 21.0	2400								
Procedure No. 2 Effective date: 7/17/54 (Back crs approach)	LAN VOR	*Grand Ledge Int.	360 4.5	2000	S side W crs 273 - outbnd 093 - inbnd 2000'- within 25 mi	No glide slope 1500 over Grand Ledge Int	No OM 093 5.0	No MM	T-dn C-dn S-dn 9 A-dn	300-1 500-1 400-1 800-2	300-1 500-1.5 400-1 800-2	Within 5.0 miles Grand Ledge, climb to 2400' to LOM via ILS 093° crs or when directed by ATC make left climbing turn to 2000' and proceed out the NW crs LAN LFR within 25 miles. *Grand Ledge Int- Int W crs LAN ILS & LAN VOR 360° radial. Procedure not authorized unless aircraft equipped to receive ILS & VOR simultaneously.
	LAN LFR	"	277 8.0	2200								
	Int W crs LAN ILS and LAN VOR 293° crs	"	093 11.0	final 1500								
	LAN LOM	"	273 10.0	2400								
NEW BEDFORD, MASS. Municipal Airport 79 ILS - EWB LMM - WB Procedure No. 1 Comb: ILS- ADF Effective date: 8/1/54	Int E crs Providence LFR and SW crs ILS	OM	233 1.3	1400	S side SW crs 233 - outbnd 053 - inbnd 1400'-within 10 mi of LMM (NA beyond 10 mi)	ILS 1400 ADF 800# over LMM	1240 4.5	265 0.7	T-dn C-dn S-dn 5 ILS #ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 0.7 mi after passing LMM (ADF)..make a climbing left turn as soon as practical, climb to 1400' on SW crs ILS or brng 233° from LMM, hold on S side crs within 10 mi of LMM. #Descent to straight-in minimums authorized after passing OM. If OM not received, maintain 800' to LMM and circling minimums apply.
	Int E crs Providence LFR & brng 053° to LMM	LMM	053 3.0	1400								
SIOUX FALLS, S. DAK. Municipal Airport 1423 ILS - SUJ LOM - SU Procedure No. 1 Comb: ILS - ADF Effective date: 7/16/54	Sioux Falls LFR	LOM	175 4.5	2700	S side SW crs 206 - outbnd 026 - inbnd 2700'- within 25 mi	#2800 #ADF-after passing LOM do not descend below 1900' MSL until 1.5 mi NE of LOM	2540 4.4	1636 0.7	T-dn C-dn ILS S-dn 3 ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1.5 400-1 500-1 800-2	Within 4.4 miles LOM (ADF) climb to 2800' on NE crs of ILS. Caution: Tower 1640' MSL 1.5 mi NE LOM.
	Sioux Falls VOR	LOM	177 9.0	2700								
	Int NE crs SUJ-LFR & NE crs ILS	LOM	206 8.0	2700								
	Int SE crs SUJ LFR & SW crs ILS	LOM	206 2.0	2700								
Procedure No. 2** (back crs ILS lclzr) Effective date: 7/16/54	Sioux Falls LFR	*Renner Int	037 10.0	2700	N side of NE crs 026 - outbnd 206 - inbnd 2700'- within 25 mi	No glide slope 2200 over *Renner Int	No OM	No MM	T-dn C-dn S-dn 21 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.0 miles of Renner Int, climb to 2700' on SW crs ILS proceed to LOM. *Reaner Int - int NE crs ILS and 270° crs to Sioux Falls VOR. **Procedure authorized only those aircraft equipped to receive VOR and ILS simultaneously.
	Sioux Falls VOR	"	090 4.0	2700								
	Int 240° crs to Sioux Falls & NE crs ILS	"	206 4.0	2200 final								

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
HOUSTON, TEXAS Municipal Airport 50 Effective date: 7/29/54	1900' within 25 miles	3, 12, 30, 17, 35	T-dn C-dn A-dn			300-1 500-1 800-2	300-1 500-1.5 800-2	Climb to 1900' straight ahead then proceed to Houston LFR or VOR or proceed as directed by ATC.
		21	T-dn C-dn A-dn			300-1 600-1 800-2	300-1 600-1.5 800-2	
ST. LOUIS, MO. Lambert Field 558 Procedure No. 1 Effective date: Commissioning date of facility.	All sectors 2200' within 25 miles	12, 30, 17, 35 6, 24	T-dn C-dn S-dn A-dn			300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Climb to 2000' on W crs St. Louis LFR to St. Peters intersection, or when directed by ATC. Climb to 2200' on S crs St. Louis LFR to Kirkwood Int.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-29-54)

VHF OMNIRANGE (VOR) PROCEDURES

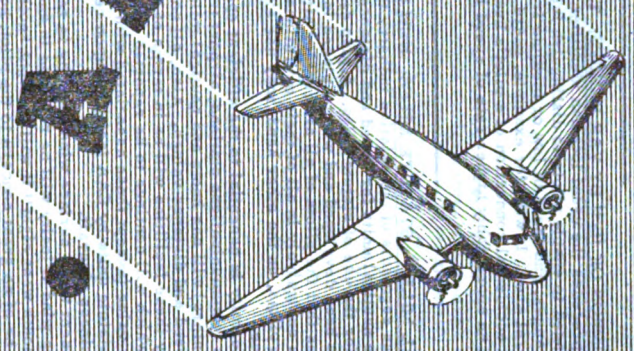
When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND AND INBND) ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
ALBANY, GA. Municipal Airport 196 BVOR - ABY Procedure No. 1 Effective date: 7/21/54	Albany LFR	306 9.0	1600	W side crs 333 - outbnd 153 - inbnd 1500' - within 15 mi 1600' - within 20 and 25 miles.	1100	153 5.9	T-dn C-dn S-dn 16 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.9 miles...Climb to 1500' on crs of 153° within 25 miles of ABY-VOR. Caution: Radio twr 607' MSL 3.0 miles E of VOR.
BELMAR, N.J. Monmouth County Arpt 180 BVOR - DME - OLT Procedure No. 1 Effective date: 7/24/54	Int. NE crs Millville LFR and 360° crs to Colts Neck VOR. (Final)	360 11.0	1500 800	E side of crs 180 - outbnd 360 - inbnd 1500' - within 10 mi of Monmouth Int.	800 over Monmouth Int.*	360 2.0 from Monmouth Int.*	T-dn C-dn A-dn	300-1 500-2 800-2		Within 2.0 miles after passing Monmouth Int.* climb to 1500' on 360° crs, proceed to Colt's Neck VOR. *Monmouth Int- (int NE crs Lakehurst LFR and 360° crs to Colt's Neck VOR)
Procedure No. 2 Effective date: 7/24/54	Newark LOM	180 21.0	1500	NA	1000	180 7.0	T-dn C-dn A-dn	300-1 500-2 800-2		Within 7.0 miles after passing Colt's Neck VOR, climb to 1500' on crs of 180° within 10 mi and return to Colt's Neck VOR.
	Int. SW crs LaGuardia LFR and 180° crs to Colt's Neck VOR (Final)	180 0.06	1000							
CHILDRESS, TEXAS Municipal Airport 1952 BVOR - CDS Procedure No. 1 Effective date: 7/22/54				E side of crs 171 - outbnd 351 - inbnd 3100' - within 25 mi	2600	351 3.7	T-d T-n C-d C-n S-d S-n 35 A-d A-n	300-1 NA 500-1 NA 500-1 NA 800-2 NA	300-1 NA 500-1.5 NA 500-1 NA 800-2 NA	Within 3.7 miles climb to 3200' on crs of 351° within 25 miles.
CUT BANK, MONTANA Cut Bank Airport 3863 BVOR - CTB Procedure No. 1 Effective date: 7/30/54	Cut Bank LFR	018 1.7	6000	E side of crs 131 - outbnd 311 - inbnd 5500' - within 25 mi	4600	311 2.6	T-dn C-d C-n S-d 31 S-n 31 A-dn	300-1 500-1 500-2 500-1 500-2 800-2	300-1 600-1.5 600-2 500-1 500-2 800-2	Within 2.6 miles, climb to 6000' on crs of 327° outbnd within 25 miles of CTB VOR.
GALVESTON, TEXAS Municipal Airport Procedure No. 1 Dated: March 25, 1953	PROCEDURE CANCELLED effective date: 7/21/54									
Procedure No. 1 Effective date: date of commissioning of facility	GLS LFR	278 4.5	1100	S side of crs 291 - outbnd 111 - inbnd 1600' - within 10 mi (NA beyond 10 mi)	1100	111 8.6	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 8.6 miles climb to 1300' on crs of 111° within 15 miles of GLS VOR. Caution: 231' MSL radio twr 1.3 mi NE of airport.
GREEN BAY, WISC. Austin-Straubel Arpt 694 BVOR - DTV - GRB Procedure No. 1 Effective date: 7/10/54				W side of crs 324 - outbnd 144 - inbnd 1900' - within 25 mi	1400	144 5.3	T-dn C-dn 12 S-dn A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.3 miles, climb to 2300' on 144° crs within 25 miles CRB. Caution: If apch missed, climb immediately. Rdo twrs in vcnty of De Pere.
HOUSTON, TEXAS Municipal Airport 50 BVOR - HOU Procedure No. 2 Effective date: 7/29/54	HOU LFR Int. 305°rad. HOU & NE crs RIM LFR or 254° rad BUJ (final)	314 2.0 125 10.0 to HOU FM	1200 1500	W side crs 305 - outbnd 125 - inbnd 1700' - within 25 mi of HOU FM	1500 over HOU FM	125 5.6 from HOU FM	T-dn C-dn S-dn 12 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.6 miles of Houston FM climb to 1400' on crs of 126° within 15 miles.
MORIARTY, N. MEX. Otto Airport Procedure No. 1	Formerly carried under Otto, New Mexico.									
PADUCAH, KY. Barkley Airport 405 BVOR - DVT - PUK Procedure No. 1 Effective date: 7/29/54	Paducah Rbn	224 5.0	1600	E side of crs 221 - outbnd	1100	041 4.8	T-dn C-dn S-dn 4 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1.5 800-2	Within 4.8 miles...climb to 2000' on crs of 039° within 25 miles of Paducah VOR.
	Int E crs Advance LFR and crs of 117° to Paducah VOR	117 7.0	1600	041 - inbnd 1600' - within 10 mi						
PIERRE, S. DAK. Pierre Airport 1742 BVOR - DTV - PIR Procedure No. 1 Effective date: 7/17/54	PIR LFR	056 2.5	3000	N side of crs 068° - outbnd 248 - inbnd 3000' - within 25 mi	2500	248 6.0	*T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-2 800-2	Within 6.0 miles, climb to 3500' on crs of 248° from Pierre VOR within 25 miles. *Take-off to NW restricted to 400-1.
PRINCETON, MAINE Municipal Airport 250 VORW - PNN Procedure No. 1 Effective date: 7/24/54	Int. NE crs Bangor LFR and S crs Houlton LFR (Topsfield Int.)	207 8.0	2500	W side 344 - outbnd 164 - inbnd 2500' - within 10 mi	2000	164 10.6	T-d C-d S-d 15 A-d	300-1 800-2 800-2 1000-2	300-1 800-2 800-2 1000-2	Within 10.6 miles make a left climbing turn, climb to 2500' returning to Princeton VOR and hold within 10 mi on crs of 344° from Princeton VOR.
SANFORD, MAINE Municipal Airport 243 BVOR - ENE Procedure No. 1 Effective date: 7/24/54	Portland LFR	236 22.0	1700	N side of crs 81 - outbnd 261 - inbnd 1500' - within 10 mi	1000	261 4.8	T-d S-d 26 C-d A-d	300-1 500-1 500-1 800-2	300-1 500-1 600-1.5 800-2	Within 4.8 mi make a climbing left turn. Climb to 1700' on 212° crs from Kennebunk VOR within 10 mi Caution: Hill 868' MSL 3.5 mi W of airport, tower 923' MSL 4.0 mi NW of airport.
PUEBLO, COLO. Municipal Airport Procedure No. 1 Dated: 8/1/52	PROCEDURE CANCELLED effective date: 6/21/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-13-54)

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See page 2.

AIRMAN'S GUIDE



SPECIAL NOTICE
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FLIGHTS INTO REMOTE AREAS OF CANADA
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NOTICES TO AIRMEN Page 2

VOL. 9, NO. 10..... JULY 27, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

✓ NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

(7-27-54)

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

FLIGHTS INTO REMOTE AREAS OF CANADA: Prior to planning flights into remote or sparsely settled areas of Canada, pilots are cautioned to become acquainted with the recommendations and requirements of the Canadian Department of Transport, contained in their Information Circulars 0/6/54 (Flight Precautions in Sparsely Settled Areas) and 0/8/54 (The Royal Canadian Air Force Search and Rescue Service). The information covered by these two circulars is available at all airport traffic control towers and communications stations in the United States and is also carried in the International Flight Information Manual Volume 5, dated June 1, 1954. This Manual may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 50 cents per copy.

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

CTN	Calverton, N. Y., Peconic River Airport (Assignment)
DCO	San Diego, Calif., CGAS (Assignment)
LRN	Lawrenceville, Ga., VOR (Deletion)
OCR	Norcross, Ga., VOR (Assignment)
PWL	Point Barrow, Alaska, REP (Deletion)
SPM	Springfield, Mass., REP (Deletion)

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective August 17, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 4 is amended to read in part:		
De Soto (INT), Kans.	Kansas City, Mo. (LFR)	2,400
(2) Amber Civil Airway No. 7 is amended to read in part:		
Miami, Fla. (LFR)	West Palm Beach, Fla. (LFR)	2,000
(3) Red Civil Airway No. 25 is amended to read in part:		
Tampa, Fla. (LFR)	Ona (INT), Fla.	1,200
Ona (INT), Fla.	Ft. Myers, Fla. (LFR)	1,300
(4) Red Civil Airway No. 55 is amended to read in part:		
Goshen, Ind. (LFR)	Hicksville (INT), Ohio	2,700
Hicksville (INT), Ohio	Findlay, Ohio (LF/RBN)	2,300
Findlay, Ohio (LF/RBN)	Columbus, Ohio (LFR)	2,500
(5) Red Civil Airway No. 68 is amended to read in part:		
Tyler, Texas (LFR)	Shreveport, La. (LFR)	2,000
(6) Red Civil Airway No. 101 is amended to read in part:		
Ona (INT), Fla.	Miami, Fla. (LFR)	1,100
(7) Blue Civil Airway No. 5 is amended to read in part:		
Oklahoma City, Okla. (LFR)	Crescent (INT), Okla.	3,100
Crescent (INT), Okla.	Oxford (INT), Kans.	3,000
Oxford (INT), Kans.	Wichita, Kans. (LFR)	2,500
(8) Blue Civil Airway No. 15 is amended to read in part:		
Akron, Ohio (ILS/LOM)	Hubbard, Ohio (LF/RBN)	3,000
(9) Blue Civil Airway No. 24 is amended to read:		
El Centro, Calif. (LFR)	*Salton (INT), Calif.	9,000
*12,000' - Minimum crossing altitude at Salton (INT), N-bound		
Salton (INT), Calif.	*Palm Springs (INT), Calif.	12,000
*12,000' - Minimum crossing altitude at Palm Springs (INT), N-bound		
Palm Springs (INT), Calif.	*Daggett, Calif. (LFR)	13,000
*10,000' - Minimum crossing altitude at Daggett (LFR), S-bound		
(10) Blue Civil Airway No. 47 is amended to read in part:		
Blackstone, Va. (LFR)	*Gordonsville, Va. (LFR)	2,000
*3,000' - Minimum crossing altitude at Gordonsville (LFR), N-bound		
(11) Blue Civil Airway No. 61 is amended to read:		
Springfield, Mo. (LFR)	Belton (INT), Mo.	2,500
Belton (INT), Mo.	Kansas City, Mo. (LFR)	3,000
(12) Blue Civil Airway No. 62 is amended to read in part:		
Detroit, Mich. (LFR)	Flint, Mich. (ILS/LOM)	2,200
Flint, Mich. (ILS/LOM)	Saginaw, Mich. (LF/RBN)	2,100
(13) Direct Routes - United States is amended to read in part:		
Kokomo, Ind. (LF/RBN)	Lafayette, Ind. (LF/RBN)	2,400
(14) Direct Routes - United States, is amended by adding:		
Minneapolis, Minn. (ILS/LOM)	Redwood Falls, Minn. (VOR)	*3,500
*2,200' - Minimum terrain clearance altitude		
(15) VOR Civil Airway No. 1 is amended by adding:		
Charleston, S. C. (VOR)	Myrtle Beach, S. C. (VOR)	1,300
(16) VOR Civil Airway No. 3 is amended by adding:		
Miami, Fla. (VOR)	New River (INT), Fla.	
Via W alternate	Via W alternate	1,300
New River (INT), Fla.	Belle Glade (INT), Fla.	
Via W alternate	Via W alternate	*2,000
*1,100' - Minimum terrain clearance altitude		
Belle Glade (INT), Fla.	Vero Beach, Fla. (VOR)	
Via W alternate	Via W alternate	*2,000
*1,300' - Minimum terrain clearance altitude		
Jacksonville, Fla. (VOR)	Brunswick, Ga. (VOR)	
Via W alternate	Via W alternate	1,300
(17) VOR Civil Airway No. 4 is amended to read in part:		
Salina, Kans. (VOR)	Topeka, Kans. (VOR)	3,000
Via S alternate	Via S alternate	*3,600
*3,000' - Minimum terrain clearance altitude		
(18) VOR Civil Airway No. 5 is amended to read in part:		
Jacksonville, Fla. (VOR)	Callahan (INT), Fla.	
Via W alternate	Via W alternate	1,300
Callahan (INT), Fla.	Alma, Ga. (VOR)	
Via W alternate	Via W alternate	1,500
Jacksonville, Fla. (VOR)	Alma, Ga. (VOR)	1,500
(19) VOR Civil Airway No. 6 is amended to read in part:		
Grand Island, Nebr. (VOR)	Omaha, Nebr. (VOR)	*3,700
Via S alternate	Via S alternate	**4,000
Via N alternate	Via N alternate	***4,000
*3,200' - Minimum terrain clearance altitude		
**3,500' - Minimum terrain clearance altitude		
***2,900' - Minimum terrain clearance altitude		
(20) VOR Civil Airway No. 7 is amended to read in part:		
Miami, Fla. (VOR)	*Hammock (INT), Fla.	1,200
*Hammock (INT), Fla.	Ft. Myers, Fla. (VOR)	1,200
*1,500' - Minimum reception altitude		
Miami, Fla. (VOR)	Ft. Myers, Fla. (VOR)	
Via W alternate	Via W alternate	1,200
(21) VOR Civil Airway No. 8 is amended to read in part:		
Grand Island, Nebr. (VOR)	Omaha, Nebr. (VOR)	*3,700
Via S alternate	Via S alternate	**4,000
Via N alternate	Via N alternate	***4,000
*3,200' - Minimum terrain clearance altitude		
**3,500' - Minimum terrain clearance altitude		
***2,900' - Minimum terrain clearance altitude		
(22) VOR Civil Airway No. 13 is amended to read in part:		
Butler, Mo. (VOR)	Kansas City, Mo. (VOR)	
Via direct or E alternate	Via direct or E alternate	3,000
(23) VOR Civil Airway No. 14 is amended to read in part:		
Oklahoma City, Okla. (VOR)	Drumright (INT), Okla.	3,700
Drumright (INT), Okla.	Tulsa, Okla. (VOR)	3,100
(24) VOR Civil Airway No. 18 is amended by adding:		
Birmingham, Ala. (VOR)	Anniston, Ala. (VOR)	
Direct or S alternate	Direct or S alternate	3,000
(25) VOR Civil Airway No. 18 is amended to read in part:		
Augusta, Ga. (VOR)	Charleston, S. C. (VOR)	*2,800
*2,000' - Minimum terrain clearance altitude		
(26) VOR Civil Airway No. 22 is amended by adding:		
Tallahassee, Fla. (VOR)	Greenville (INT), Fla.	1,400
Greenville (INT), Fla.	Genoa (INT), Fla.	*3,000
*1,500' - Minimum terrain clearance altitude		
*Genoa (INT), Fla.	Taylor (INT), Fla.	**2,500
*3,000' - Minimum reception altitude		
**1,300' - Minimum terrain clearance altitude		
*Taylor (INT), Fla.	Jacksonville, Fla. (VOR)	1,300
*1,500' - Minimum reception altitude		
(27) VOR Civil Airway No. 67 is amended to read:		
Mason City, Iowa (VOR)	Rochester, Minn. (VOR)	2,500
Via W alternate	Via W alternate	2,800
(28) VOR Civil Airway No. 71 is amended to read in part:		
Butler, Mo. (VOR)	Kansas City, Mo. (VOR)	
Via direct or E alternate	Via direct or E alternate	3,000

MINIMUM EN ROUTE IFR ALTITUDES (Continued):

From	To	Min. Alt.
(29) VOR Civil Airway No. 96 is amended by adding:		
Lafayette, Ind. (VOR)	Ft. Wayne, Ind. (VOR)	2,200
(30) VOR Civil Airway No. 152 is added to read:		
Tampa, Fla. (VOR)	Orlando, Fla. (VOR)	1,500
Tampa, Fla. (VOR) Via N alternate	Dade City (INT), Fla. Via N alternate	1,500
Dade City (INT), Fla. Via N alternate	Orlando, Fla. (VOR) Via N alternate	1,600
Orlando, Fla. (VOR)	Daytona Beach, Fla. (VOR)	1,500
(31) VOR Civil Airway No. 159 is amended to read:		
Miami, Fla. (VOR)	New River (INT), Fla.	1,300
New River (INT), Fla.	West Palm Beach, Fla. (VOR)	1,200
West Palm Beach, Fla. (VOR)	Vero Beach, Fla. (VOR)	1,500
Vero Beach, Fla. (VOR)	Orlando, Fla. (VOR)	1,300
Orlando, Fla. (VOR)	Daytona Beach, Fla. (VOR)	1,500

✓ CIVIL AIRWAY, CONTROL AREA EXTENSION, CONTROL AREA, CONTROL ZONE, and REPORTING POINT AMENDMENTS: Effective August 17, 1954, civil airways, control area, control area extension, control zone and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended by deleting the following facility: "Grants, N. Mex. radio range station;"

(2) Red civil airway No. 4 is amended by changing caption to read: "(Las Vegas, N. Mex. to Tucumcari, N. Mex.)" and is further amended to read: "From the Las Vegas, N. Mex. radio range station to the intsxn of the SE course of the Las Vegas, N. Mex. radio range and the W course of the Tucumcari, N. Mex. radio range." (Note: Above change deletes portion between Albuquerque via Santa Fe to Las Vegas, N. Mex.)

(3) Blue civil airway No. 74 is amended by changing caption to read: "(Willard, N. Mex. to Otto, N. Mex.)" and is further amended to read: "From the intsxn of the south course of the Otto, N. Mex. radio range with a direct line between the Albuquerque, N. Mex. radio range station and the Roswell, N. Mex. radio range station to the Otto, N. Mex. radio range station."

(4) VOR civil airway No. 73 (Tulsa, Okla. to Salina, Kans.) is amended to read: "From the Tulsa, Okla. omnirange station via the Wichita, Kans. omnirange station; Hutchinson, Kans. omnirange station; intsxn of the Hutchinson omnirng 025° true and the Salina omnirng 184° true radials to the Salina, Kans. omnirng station."

(5) VOR civil airway No. 96 (Lafayette, Ind. to Toledo, Ohio) is amended by deleting the portion which reads: "Lafayette omnirange 079° true" and substituting the following in lieu thereof: "Lafayette omnirange 080° true."

(6) VOR civil airway No. 162 (Harrisburg, Pa. to Reading, Pa.) is added to read: "From the Harrisburg, Pa. omnirange station to the point of intersection of the Harrisburg omnirange 086° true and the Allentown, Pa. omnirange 228° true radials."

CONTROL AREAS: (1) Red civil airway No. 4 is amended by changing caption to read: "(Las Vegas, N. Mex. to Tucumcari, N. Mex.)" and is further amended to read: "All of Red civil airway No. 4."

(2) Blue civil airway No. 74 is amended by changing caption to read: "(Willard, N. Mex. to Otto, N. Mex.)" and is further amended to read: "All of Blue civil airway No. 74."

(3) VOR civil airway No. 3 (Key West, Fla. to Bangor, Me.) is amended to read: "All of VOR civil airway No. 3 including north and south alternates, but excluding that area between the main airway and its west alternate extending from the Miami, Fla. omnirange station to the Vero Beach, Fla. omnirange station."

(4) VOR civil airway No. 73 (Tulsa, Okla. to Salina, Kans.) is amended to read: "All of VOR civil airway No. 73."

(5) VOR civil airway No. 162 (Harrisburg, Pa. to Reading, Pa.) is added to read: "All of VOR civil airway No. 162."

CONTROL AREA EXTENSIONS: (1) (Acomita, N. Mex.) is revoked.

(2) (Stuttgart, Ark.) is added to read: "That airspace south of Stuttgart bounded on the north by Red civil airway No. 37, on the SE by VOR civil airway No. 11 and on the SW by Blue civil airway No. 22."

(3) (Albuquerque, N. Mex.) is amended by adding the following portion to present control area extension: "and that airspace bounded on the east by a line 5 miles east of and parallel to the north course of the Albuquerque radio range, on the northwest by VOR civil airway No. 19, and on the south by VOR civil airway No. 12."

(4) (Tulsa, Okla.) is amended to read: "That airspace within a 25 mile radius of the Tulsa radio range station; that airspace SW of Tulsa bounded on the east by VOR civil airway No. 15, on the north and northwest by Amber civil airway No. 4, and on the west by VOR civil airway No. 163; that airspace south of Tulsa bounded on the west and northwest by VOR civil airway No. 15E, on the east by a line 5 miles east of and parallel to a direct line between the Tulsa omnirange station and the Dallas, Texas omnirange station, and on the south by the Sherman, Texas control area extension."

(5) (Rochester, Minn.) is amended to read: "That airspace within a 15 mile radius of the Rochester, Minn. omnirange station."

(6) (Del Rio, Texas) is amended to read: "That airspace over United States territory within a 25 mile radius of Laughlin AFB, Del Rio, Texas excluding the portions which overlap danger areas."

CONTROL ZONES: (1) (Denver, Colo.) is amended to read: "Within a 10 mile radius of Stapleton Air Field, Denver, Colo. within 2 miles either side of the Stapleton ILS lclzr course extending from the lclzr to a point 11-1/2 miles east of Stapleton Air Field, within 2 miles either side of the 45° true radial of the Denver omnirange extending from the omnirange station to a point 5 miles NE, and within 2 miles either side of the N course of the Denver radio range extending from the radio range station to a point 13 miles north.

(2) (Wichita, Kans.) is amended by deleting the portion which reads: "within 2 miles either side of the north course of the Wichita radio range extending from the radio range station to the Kechi fan marker;"

REPORTING POINTS: (1) Red civil airway No. 4 is amended by changing caption to read "(Las Vegas , N. Mex. to Tucumcari, N. Mex.)" and is further amended to read: "No reporting point designation."

(2) Blue civil airway No. 74 is amended by changing caption to read: "(Willard, N. Mex. to Otto, N. Mex.)" and is further amended to read: "No reporting point designation."

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective August 3, 1954.

The MIAMI-TAMPA control area boundary is changed as follows: Beginning at the junction of the eastern edge of the Tampa control area with lat. 27-14N, proceeding southwestward to the junction of the western edge of control area 1228 with lat. 26-34N. Concurrently the MIAMI-TAMPA flight advisory area is changed as follows: From the junction of the eastern edge of the New Orleans OAC area with lat. 26-34N, eastward to the western edge of control area 1228 thence northeasterly to the eastern edge of the Tampa Control area at lat. 27-14N.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 9, No. 3, dated April 20, 1954, as follows:

Page 31, item 16, under Non-Standard Holding Patterns. BALTIMORE - hold at Baltimore VOR NE (052° radial) on SE side with left turns; time - one minute, Min. alt. 2000'.

(See also page 6)

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or redesignated as indicated:

DESIGNATIONS:

(1) HALSMER, IND. INTSXN - intersection of the northwest course of Indianapolis LF range and the 077° magnetic radial of Lafayette, Ind. VOR.

(2) COWAN, IND. INTSXN - intersection of the 068° magnetic radial of the Indianapolis, Ind. VOR and the 282° magnetic radial of the Dayton, Ohio VOR.

(3) STOCKWELL, IND. INTSXN - intersection of the NW course of the Cincinnati, Ohio LF range, and the NW course of the Indianapolis, Ind. LF range.

(4) PAINT ROCK INTSXN (VHF) - intersection of the Abilene, Texas 170° and the San Angelo 061° magnetic radials.

(5) FRIENDSWOOD INTSXN (LF) - intersection of the SE course of the Houston LF range and the 039° magnetic bearing from the Pearland radio beacon.

(6) CITY INTSXN (Integrated) - intersection of the NE course of the Augusta, Ga. LF range and the N course of the Augusta (Bush Field) lclzr.

(7) HICKSVILLE, OHIO INTSXN - intersection of the 108° magnetic radial from Goshen LFR and NE course Ft. Wayne LFR.

REDESIGNATION:

(8) SALTON INTSXN (VHF) - intersection of the 143° magnetic radial of the Thermal, Calif. VOR and a 218° magnetic bearing from the Hayfield Lake, Calif. RBN.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Volume 8, dated May 25, 1954, as follows:

(1) Page 10. Under "C". Change VOR frequency for Chattanooga, Tenn. to 112.8 mc.

(2) Page 11. Under "F". Change ident. for Farmington, Mo. from "FDT" to "FAM". Under "D". Cancel listing for Dodge City, Kans.; DDC, 290 kc.

(3) Page 21. Under California: Change WB telephone number at Burbank to ST 7-2980; change WB telephone number at Santa Maria to WA 5-3525. Under Colorado: Change Pueblo WB telephone number to 8-3371. Under Connecticut: change Bridgeport WB telephone number to DR 8-2588.

(4) Page 22. Under Indiana: Change Lafayette CAA telephone number to 3-1662; delete WB telephone number at South Bend - 3-8326. Under Iowa: Delete Atlantic; change Burlington WB number to PL 4-5624. Under Kansas: add Concordia, WB, 314. Under Michigan: Change Houston to Houghton; add Escanaba, WB, 160.

(5) Page 23. Under Nebraska: Add Valentine, WB, 98. Delete Lincoln, CAA, 2-6166.

(6) Page 24. Under Oregon: Change Pendleton, CAA number to 2999. Under Penna: Change Philadelphia WB number to WA 2-2535; Add Pittsburgh WB telephone number AM 4-0310. Under North Dakota: Change Dickinson CAA number to 2989. Under S. Dak: Change Rapid City WB number to FI 2-0258. Under Tenn: Change Chattanooga WB number to 4-7831.

(7) Page 47. Change telephone extension of 42 Air Rescue Squadron to 5228.

✓ DANGER AREA DESIGNATIONS: The following Danger Area Amendment shall be effective as dated unless otherwise advised:

AMENDMENT NO. 84 TO PART 608 - DANGER AREAS
(August 10, 1954)

(1) In Section 608.40, the Pine Camp, N. Y. area (D-66), published on April 21, 1949, in 14 F. R. 1918, and on July 16, 1949, in 14 F. R. 4293, is amended by changing the "Name and Location" column to read: "Camp Drum".

(2) In Section 608.40, the Gardiner's Island, N. Y. area (D-19), published on July 16, 1949, in 14 F. R. 4293, and amended on January 16, 1953 in 18 F. R. 350, is further amended by changing the "Using Agency" column to read: "NAS New York, N. Y."

(3) In Section 608.28, the Sharps Island, Md., area (D-36), published on July 16, 1949, in 14 F. R. 4292, is amended by changing the "Using Agency" column to read: "NAS Patuxent River, Md."

(4) In Section 608.54, the Quantico, Va. area (D-37) published on July 16, 1949, in 14 F. R. 4297, and amended on April 26, 1952, in 17 F. R. 3724, and on June 14, 1952 in 17 F. R. 5389, and on September 27, 1952 in 17 F. R. 8617, is further amended by changing the "Designated Altitudes" to read: "Unlimited".

(5) In Section 608.41, the Currituck Sound, N. C. area (D-30) published on April 21, 1949, in 14 F, R. 1918, is amended by changing the "Time of Designation" column to read: "Unlimited".

(6) In Section 608.41, the Currituck Sound, N. C. area (D-34) published on April 21, 1949, in 14 F. R. 1918, is amended by changing the "Time of Designation" column to read: "Unlimited."

(7) In Section 608.29, the Camp Edwards, Mass. area (D-14) published on April 21, 1949, in 14 F. R. 1916, republished on July 16, 1949, in 14 F. R. 4292, amended on Sept. 22, 1951 in 16 F. R. 9680 and redesignated as one area on April 21, 1954 in 19 F. R. 2308 is amended by changing the "Using Agency" column to read: "Department of the Army, Camp Edwards, Mass. TAC".

(8) In Section 608.27, the DeBlois, Me. area (D-397) published on Dec. 6, 1951, in 16 F. R. 12307, and amended on June 4, 1954 in 19 F. R. 3298 is further amended by changing the "Using Agency" column to read: "506th Strategic Fighter Wing, Dow AFB, Bangor, Me."

(9) In Section 608.29, the South Wellfleet, Mass. area (D-22), published on April 21, 1949, in 14 F. R. 1917 and amended on July 27, 1949 in 14 F. R. 4665 and on March 11, 1950, in 15 F. R. 1329 and on March 6, 1951, in 16 F. R. 2051 and on July 19, 1951, 16 F. R. 6915, is further amended by changing the "Using Agency" column to read: "First Army and 564th Air Defense Group, Otis AFB, Mass."

(10) In Section 608.28, the Bloodsworth Island, Md. area (D-418) published July 16, 1949, in 14 F. R. 4291, is amended by changing the "Using Agency" column to read: "Comphibtraland U. S. Naval Amphibious Base, Little Creek, Norfolk, Va."

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Charlotte	Dayton Local	WAC 118
Jacksonville	Philadelphia Local	WAC 308
Mobile	Pittsburgh Local	WAC 359
Savannah		

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Aberdeen	7-14-54	Sioux City	7-16-54	WAC 262	7-8-54
Cheyenne	7-8-54	Wichita	7-19-54	WAC 264	7-6-54
Dubuque	7-14-54	Boston Local	7-8-54	WAC 266	7-19-54
Lincoln	7-12-54	WAC 117	7-12-54	WAC 306	7-16-54
Salina	7-19-54	WAC 191	7-12-54	WAC 361	7-16-54

Instrument Flight Charts

Released since July 5, 1954

AL 12 RNG	Kirtland AFB	AL 48 ADF	Billings Airport
AL 13 RNG	Alexandria AFB	AL 81 ADF-2	Chicago Midway Airport
AL 29 RNG	Augusta State Airport	AL 245 ADF	Truax Field
AL 49 RNG	Keesler AFB	AL 246 ADF	Grenier AFB
AL 225 RNG	Brees Field	AL 282 ADF	Berry Field
AL 238 RNG	Bowman Field	AL 467 ADF-2	Willow Run Airport
AL 251 RNG	Medford Airport	AL 628 ADF	Barkley Airport
AL 261 RNG	Millinocket Airport	AL 644 ADF	New Bedford Airport
AL 266 RNG	Missoula County Airport	AL 861 ADF	Jackson Airport
AL 282 RNG	Berry Field	AL 862 ADF	Baldwin-Quincy Airport
AL 292 RNG	Lee Bird Field	AL 241 VOR	Lubbock Airport
AL 318 RNG	Pensacola Airport	AL 248 VOR	Graham Air Base
AL 329 RNG	Portland Airport	AL 249 VOR	Martinsburg Airport
AL 373 RNG	San Diego Municipal	AL 308 VOR	Otto (CAA Site 74)
AL 415 RNG	Dale Mabry Field	AL 380 VOR	Travis (Chatham) Field
AL 418 RNG	McDill AFB	AL 608 VOR	Hulman Field
AL 524 RNG	Stead AFB	AL 631 VOR	Fort Smith Airport
AL 954 RNG	Greater Rockford Airport	AL 633 VOR	Huntsville Airport
AL 48 ILS	Billings Airport	OP 384	Boeing Field
AL 375 ILS	San Francisco Intn'l	OP 467	Willow Run Airport
AL 467 ILS	Willow Run Airport	OP 570	Greater Pittsburgh
AL 804 ILS	Friendship Intn'l Airport	OP 641	Pangborn Field
AL 862 ILS	Baldwin-Quincy Airport		
AL 26 ADF	Atlanta Airport		

RF/VOR - 2, 4
RF - 13, 16, 24, 24A, 24B, 25, 34A, 44A, 59
RF-VOR - 16, 26, 26A, 26B, 33, 34, 35, 35A, 43, 59
RF-Terminal Area - Cleveland, Dallas-Ft. Worth, New York, San Francisco-Oakland
RF-VOR Terminal Area - Kansas City-Topeka
RF Danger Area Charts (NW) (SW)
RF U. S. Check List

NEW CHARTS

AL 95 VOR	Concord, N. H.	Concord Airport
AL 368 VOR	San Angelo, Texas	Goodfellow AFB
AL 268 ADF	Mobile, Alabama	Brookley AFB
OP 100	Martinsburg (Altoona) Penna.	Blair County Airport

RF- Pittsburgh Terminal Area
RF-VOR Pittsburgh Terminal Area

DISCONTINUED CHARTS

The following charts have been cancelled and will no longer be published. Flight Charts 4, 6, 9, 10, 14, 174, 175, 177, 178, 182, 183, 216, 218, 219, 220, 221, 223, 226, 228, 230, 231.
Route Charts 2202, 2203, 2204, 2206, 2208, 2230.
Direction Finding Charts 21, 22, 23, 24, 25, 26.
Alaska Planning Chart 3069a.

AL 363 RNG Salinas, Calif. Salinas Airport
(LF RNG permanently decommissioned)

AL 540 RNG	Joplin, Mo. (RNG permanently decommissioned)	Joplin Airport
AL 80 ILS	Cheyenne, Wyoming (ILS shutdown)	Cheyenne Airport
AL 625 ADF-1	St. Petersburg, Fla.	Pinellas County Intn'l Airport
AL 625 ADF-2	St. Petersburg, Fla. (Procedure cancelled - effective 7-15-54)	Pinellas County Intn'l Airport
AL 640 ADF	Sarasota, Fla. (Procedure cancelled 7-16-54, CAA 6-21-54)	Sarasota-Bradenton Airport

✓ADDITIONAL ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) STILLWATER INTSXN - intersection Caldwell, N. J. VOR direct radial to Wilkes Barre, Pa. LFR station with Allentown VOR en route radial on Victor 39 to Poughkeepsie VOR

(2) WHEELERVILLE INTSXN - intersection Wilkes-Barre-Scranton VOR direct radial to Bradford, Pa. VOR with a 299° magnetic bearing from Wilkes-Barre-Scranton LFR stn.

(3) HALEY INTSXN (VHF) - intersection Nantucket VOR 354° magnetic radial with Boston VOR 149° magnetic radial.

(4) HALEY INTSXN (LF) - intersection Squantum LFR SE course with a bearing from Hyannis MH to Haley Intsxn.

(5) Lebanon, N. H. H facility - on Concord to Plattsburg Victor Airway.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.

** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ • New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

BIRMINGHAM-RADIO: VOR courses 005°-035°;075°-175° and 195°-265° usable. Arpt apch course unusable within 15 mi; other courses not usable due to roughness and bends.(4-23)

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.(2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)

★MOBILE-RADIO: VOR flgt-checked on arwy radials only. July 1, DME at VOR site discontd. (7-19)

**MOBILE-BATES ARPT: 313'(574'MSL) lgtd rdo relay twr erected 49 mi NNW (350°T) at lat 31-23-18; long. 88-22-14. (7-9). 326' (516'MSL) lgtd rdo relay twr erected 30 mi NE (25°T) at lat 31-05-36; long. 88-01-51. (7-10)

MONTGOMERY-RADIO: DME coverage 130°-230°, 40 mi at 1500'. (5-20)

MONTGOMERY-DANNELLY FLD: Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080° below 7000' beyond 40 mi from stn. (12-7)

COCHISE-RADIO: DME coverage 15°-35°, 40 mi at 12,000'; 35°-105°, 50 mi at 12,000';105°-185°, 50 mi at 10,000'; 185°-210°, 50 mi at 11,000'; 210°-245°, 40 mi at 11,000'; 245°-335°, 50 mi at 11,000'; 335°-015°, 50 mi at 12,000'. (6-30)

★DOUGLAS-RADIO: Rcve 255.4 mc cmsnd. (7-14)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VO R has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

★HASSAYAMPA-RADIO: July 14, DME at VOR site flgt-checked and cmsnd. Coverage 325-50°, 50 mi at 10,000'; 50-90°, 50 mi at 5000'; 90-180°, 50 mi at 7000'; 180-215°, 50 mi at 4000'; 215-235°, 50 mi at 6000'; 235-255°, 40 mi at 6000'; 255-270°, 50 mi at 6000'; 270-325°, 50 mi at 8000'. (7-15)

KINGMAN ARPT: Caution-intermittent targent plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PHOENIX-RADIO: DME coverage 50 mi: 340°-105° at 10,000'; 105°-235° at 7000'; 235°-280° at 5000'; 280°-340° at 8000'. (6-29)

★PHOENIX-LUKE AFB-RADIO: USAF VHG/DF decmsnd. (7-20)

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 40 mi at 10,000'; 135°-145° and 165°-185° usable dist 45 mi at 10,000'.

TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 30 mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed.

WINSLOW-RADIO: About Aug 17, Joseph City FM will be perm discontd. (7-20)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: EL DORADO-RADIO: DME coverage 2500' MSL, 50 mi in all quads. (7-8)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

★LITTLE ROCK-RADIO: DME coverage 30-240°, 50 mi at 2500'; 240-30°, 50 mi at 4000'. July 21, trans freq 255.4 mc cmsnd.

★LITTLE ROCK-ADAMS ARPT-TOWER: July 21, trans & rcvr 257.8 mc cmsnd.

PINE BLUFF-RADIO: DME coverage 50 mi at 2500' MSL in all quads. (7-7)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 50 mi in all quads. About Aug. 17, Prescott FM will be perm discmsnd. (7-17)

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 150°-360° and 90°-150°, 50 mi at 6000'; 150°-165°, 50 mi at 4000'; 165°-188°, 45 mi at 7000'; 189°-200°, 30 mi at 6000'; 200°-220°, 45 mi at 6000'; 220°-293°, 50 mi at 9000'; 293°-310°, 30 mi at 9000'; 310-327°, 40 mi at 9000'.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90°-330° usable dist 25 mi; 330°-350°, 60 mi at min instr alt; 350°-90°, 30 mi at 7000', 50 mi at 8000'.(6-22)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. About Aug. 17, Callahan FM will be perm discontd. (7-14)

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 50 mi at 3000'; 350°-10°, 50 mi at 8000'; 10°-30°, 50 mi at 9000'; 30°-120°, 40 mi at 9000'; 120°-150°, 40 mi at 6500'; 150°-335°, over water, not checked. (6-16)

CALIFORNIA: FRESNO-RADIO: DME coverage 50 mi as follows: 320°-105° at 12,000'; 105°-180° at 3000'; 180°-240° at 7000'; 240°-285° at 3000'; 285°-320° at 2000'. About Aug 17, Bowles FM will be perm discontd. (7-15)

GASQUET ARPT: N side of strip clsd - const.

KING CITY ARPT: Rnwy lgts inoperative. (7-10)

★LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16) July 16, transmitter 122.2 mc cmsnd.

LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)

NEEDLES-RADIO: VOR 40 mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 50 mi at 6000'; 120°-175°, 50 mi at 5000'; 175°-280°, 50 mi at 4000'; 280° to 290°, 40 mi at 4000'; 290°-305°, 50 mi at 4000'; 305°-340°, 50 mi at 6000'; 340°-350°, 40 mi at 6000'; 350°-030°, 20 mi at 4000'; 30°-60°, 30 mi at 5000'; 60°-80°, 40 mi at 5000'.

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 50 mi at 13,000'; 90°-135°, 50 mi at 9000'; 135°-150°, 30 mi at 7000'; 150°-200°, 20 mi at 7000'; 200°-280°, 40 mi at 7000'; 280°-300°, 50 mi at 9000'; 300°-330°, 50 mi at 13,000'; 330°-350°, 30 mi at 13,000'; 350°-0°, 40 mi at 13,000'.

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes dueg hrs of darkness due strong heterodyne interference Mexicali H fac.

PALMDALE-RADIO: VOR coverage 120°-150°, 40 mi at 10,000'; 150°-180°, 40 mi at 9000'.

**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)

PASO ROBLES-RADIO: DME coverage 315°-45°, 50 mi at 7000'; 45°-105°, 50 mi at 5000'; 105°-125°, 50 mi at 6000'; 125°-190°, 50 mi at 5000'; 190°-220°, 50 mi at 6000'; 220°-235°, 40 mi at 6000'; 235°-245°, 30 mi at 6000'; 245°-270°, 40 mi at 6000'; 270°-315°, 50 mi at 5000'.

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 360°-108°, 50 mi at 10,000'; 108°-180°, 50 mi at 4000'; 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000'.

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 45 mi at 3000'. (6-1) DME coverage 50 mi as follows: 10°-100° at 9000'; 100°-165° at 2000'; 165°-235° at 4000'; 235°-300° at 5000'; 300°-340° at 2000'; 340°-010°, danger area.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 40 mi at min instr alt. DME coverage 20°-44°, 30 mi at 7000'; 44°-49°, 20 mi at 7000'; 49°-90°, 30 mi at 7000'; 90°-130°, 50 mi at 7000'; 130°-145°, 30 mi at 7000'; 145°-153°, 20 mi at 7000'; 153°-180°, 30 mi at 7000'; 180°-225°, 50 mi at 7000'; 225°-300°, 50 mi at 5000'; 300°-20°, 50 mi at 7000'.

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 20 mi at 5000'; 30°-85°, 30 mi at 7000'; 85°-100°, 40 mi at 7000'; 100°-120°, 50 mi at 7000'; 120°-160°, 50 mi at 6000'; 160°-180°, 30 mi at 5000'; 180°-225°, 20 mi at 5000'; 225°-265°, 30 mi at 5000'; 265°-345°, 50 mi at 5000'; 345°-010°, 40 mi at 4000';. (6-15) About Aug 17, Belmont and Half Moon Bay FMs will be perm discontd. (7-17)

SAN FRANCISCO ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump of 5'' rise 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3)

CALIFORNIA: 90' pile driver adj W end 28L mrkd, lgtd. (7-20)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Caution- SE half Rnwy 3-21 under const. (3-4)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 30 mi at 9000'; 30°-45°, 40 mi at 9000'; 45°-80°, 50 mi at 9000'; 80°-95°, 40 mi at 4000'; 95°-110°, 50 mi at 4000'; 110°-260°, not checked; 260°-325°, 50 mi at 7000'. (6-28)

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 40 mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° to 45° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)

**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long: 39-09-30; 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel F2. Chg remarks to: P-line S. Use gravel strip wet wea. (10-8)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)

DENVER-RADIO: About Aug 17, Watkins FM will be perm discontd. (7-23)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. (5-27)

GRANBY ARPT: Closed. (9-23)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

★PUEBLO MUNICIPAL ARPT-TOWER: July 16, stn and twr operg as combined fac. Twr hrs of opern: 0700-2300. (7-20)

**PUEBLO #1 ARPT: Abandoned. (6-29)

**PUEBLO #2 ARPT: Name changed to Pueblo Municipal Airport. (7-7)

CONNECTICUT: BETHANY ARPT: E side fld soft-flagged. Use at own risk. (4-1)

HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 015°-050°, 50 mi at 2500'; 050°-180°, 50 mi at 2000'; 180°-270°, 50 mi at 2500'; 270°-285°, 40 mi at 3000'; 285°-320°, 50 mi at 3000'; 320°-360°, 40 mi at 3000'; 360°-015°, 40 mi at 2500'. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 30 mi; 90°-180°, 25 mi; 180°-265°, 20 mi. (7-24)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg.

FLORIDA: ★DAYTONA BEACH-RADIO: VOR flgt-checked on arwys radials only. (4-14) July 13, DME at VOR site flgt-checked and cmsnd.

FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 116° and 131° unusable due extreme roughness.

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet practicing carrier type lndgs during day-lgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) About Aug 17, Bayard FM will be perm decmsnd. (7-2)

FLORIDA: KEY WEST-RADIO: About Aug. 17, Stock Island FM will be perm decmsnd.
KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (4-5)
MIAMI: Flights thru D-169 prohibited below 25,000'-days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022,208,228,282, 297, 346. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposed to Rnwy 9R. (10-30) About Aug 17, Krome FM will be perm decmsnd.
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. From stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PALM BEACH COUNTY PARK ARPT: 548' (MSL) lgtd TV twr erected 15.5 mi N (3°T) at lat 26-49-07; long. 80-04-30. (7-2)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PERRY-FOLEY ARPT: UNICOM (122.8 mc) not available. (7-2)
ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)
✱SANFORD NAAS-RADIO: Navy H fac on 532 kc, relctd at lat 28-46-35, long. 81-15-42. (7-12)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)
TAMPA RADAR APPROACH CONTROL CENTER-RADIO: About Aug 1, radar arrival ctl will be inaugurated. Civil acft: 118.5 mc. Mil acft: 136.8 and 335.8 mc. About Aug 3, trans & rcvr 119.3mc will be cmsnd. Concurrently trans & rcvr 118.1 mc will be decmsnd.
TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. About Aug 17, Lutz FM will be perm decmsnd. (7-4)
✱VERO-BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147-162-323-338°. July 26, H fac freq 359 kc changed to 209 kc.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) About July 26, LF rng freq 209 kc will be changed to 356 kc. (7-12)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)
**ALBANY ARPT: 414' (631'MSL) lgtd TV twr located 5 mi N (358°T) at lat 31-36-46; long. 84-11-18. (7-9)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 mi. (3-15)
✱ALMA-RADIO: July 22, VOR flgt-checked and cmsnd. Freq: 115.0 mc. Ident: AMG. Lctd at lat 31-32-10, long. 82-30-32. VOR flgt-checked on arwy and alt change radials 142, 157, 319, 334°. Other courses not flgt-checked. DME at VOR site operg on test basis.
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 20 mi of stn. All other courses usable without restriction for more than 50 mi at min en route alt. About Aug 3, Smyrna FM on NW course will be perm discontd. (5-25)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Intensive student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. DME at VOR site shut down for indefinite period. (6-30)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2000' beyond 30 mi in all quads. (7-6)

GEORGIA: DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14) DME coverage 20°-70°, 50 mi at 2000';70°-160°, 50 mi at 2400'; 160°-270°, 50 mi at 2000'; 270°-20°, 50 mi at 4000'. (6-26)
MACON-RADIO: DME usable dist at min en route alt 40 mi in all azimuths.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor facility during such use. (6-24)
SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn. (6-29)
✱SAVANNAH-RADIO: About Aug. 17, Richmond Hill FM will be perm decmsnd. (7-2) VOR operg on test basis. (7-24)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys.
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down. (7-2)
DU BOIS ARPT SITE 23, SLC-GTF: Soon beacon will be changed to 36'' double end, flashing alternately 6 clear and 6 green fpm. (6-15)
FISH LAKE USFS ARPT: Closed - repairs. (7-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 40 mi at 12,000' MSL. (7-9)
SPENCER BCN SITE 25, SLC-GTF: Soon beacon will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 5 (dot dash dot). (6-15)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Rnwy 12-30 clsd-open trenches across end rnwy. (5-12)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)
BRADFORD-RADIO: About Aug 6, BMH fac will be cmsnd. Freq: 382 kc. Ident: BDF. Class: BMH. (7-21)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop. (7-23)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr erected 16.5 mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 40 mi and 110°-250°, 45 mi. DME coverage 50°-151°, 50 mi at 2000'; 151°-285°, 40 mi at 2000'; 285°-50°, 50 mi at 2300'.
**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip E side of rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L ARPT: Due to non-visibility twr unable to ctl tfc on ramp area and first 1500' taxiway adj to new term. bldg., also ramp area N of Tiger-Slick hangar.
**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-Sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)
**FLORA ARPT: Abandoned. (6-22)
LACON-MARSHALL COUNTY ARPT: Closed to trans. acft-construction. (4-22)
MARION AIRPARK: Closed. (7-12)
NAPERVILLE-RADIO: About Aug 16, VOR will be shut down until approx Aug 26-modernization. (7-27-54)

ILLINOIS: **TAYLORVILLE ARPT: 2200' N/S Rnwy hard surface. Soft shoulders-caution. Serv: S5. Fuel: F3. (7-16)
**WOODSTOCK ARPT: Rgt tfc W. (6-15)
INDIANA: AUBURN ARPT: 856' (1723'MSL) TV twr located 3.5 mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF range twrs lctd 5.7 mi N no longer obstruction lighted. (7-7)
FORT WAYNE-BAER FLD: Runway 4-22 not 7800'-daylgt operns, 6200' ngt operns. 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution-const all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748'MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 40 mi at 2300'; 145°-172°, 50 mi at 2000'; 172°-310°, 40 mi at 2100'; 310°-46°, 50 mi at 2200'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC(approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft ware warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283'MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy-const. (5-26) NE/SW Rnwy clsd-const. (6-18)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27, S lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S Strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hanger and parking area at SE corner of fld. (4-16)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE Rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: July 1, DME at VOR site shut down.
**EL DORADO ARPT: 198'(1600'MSL) lgtd guyed twr erected 2 mi N (15°T) at lat 37-48-26; long. 96-48-00. (6-24)
**FORT SCOTT ARPT: 205' rdo twr will be rected 3 mi E (80°T) at lat. 37-48-42; long. 94-42-39. (7-9)
*GOODLAND-RADIO: July 20, BH fac, 353 kc, permanently discontd. (6-8)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non rdo-equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats, standard
KANSAS: left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (7-23)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier located 1200' N of S end N/S Rnwy oper daylgt hrs only. Barrier chains lctd along side rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (7-2)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop- repairs. (7-20)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160°-230° due to interference Ponca City, Okla. H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)
ULYSSES ARPT: All strip lgts inop. (4-29)
WICHITA-RADIO: June 30, DME shut down until approx Aug 2 - relctn. (6-29) About Aug 17, KECHI FM on N course will be perm discontd. (7-23)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext. 351. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5kc, 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)
DANVILLE-GOODALL FLD: E end of field under construction. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
**MANCHESTER-SKY ARPT: Abandoned. (6-18)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends-caution.
BATON-ROUGE-RYAN ARPT: About July 15 const work begins at center intersection of rnwys-max duration 20 days. Rnwy lengths avail durg period: Rnwy 17-2100'; Rnwy 35-1800'; Rnwy 22- 2700'; Rnwy 04- 2650'; Rnwy 13- 2997'; Rnwy 31- 1900'. Max height const equip 15' at end of rnwys at intersection. Taxiway between Rnwys 13-17 and between W ramp and center intersection of rnwys, clsd. 150' temp drilling structure erected 6 mi SW (225°T) at lat 30-28-23, long. 91-13-37. (7-3)
HAMMOND ARPT: Beacon inoperative.
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 360°-120°, 50 mi at 1500'; 120°-150°, 40 mi at 1500'; 150°-180°, 50 mi at 1500'; 180°-360°, 50 mi at 1800'. (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
*NEW ORLEANS-RADIO: July 13, DME at VOR site flgt-checked and cmsnd. About Aug 17, La Place FM will be perm discontd. (7-16)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)
**NEW ORLEANS-MOISANT INTN'L ARPT: 168'MSL lgtd derrick erected 1 mi E (185°T) at lat 30-00-40, long. 90-13-54. (7-1)

LOUISIANA: SHREVEPORT-RADIO: DME coverage all quads, 50 mi at 1900'. About Aug 17, Dixie FM will be perm decmsnd. (7-16)
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern-irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)
**SHREVEPORT-DOWNTOWN ARPT: 194' lgtd rdo twr erected 2 mi SW (235°T) at lat 32-31-37, long. 93-46-14. (6-29)
**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 40 mi at min en route alt. (6-7)
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-260°, 25 mi at min en route instr alt. DME coverage 300°-010°, 50 mi at 5000'; 010°-235°, 50 mi at 2500'; 235°-260°, 40 mi at 2500'; 260°-300°, 50 mi at 2500' MSL.
BANGOR-DOW AFB-RADIO: USAF VHF/DF inop.
**CRIEHAVEN MACHIAS: Warning Area W-102 revised to read: Using Agency - Commander, Dow Air Force Base, Bangor, Maine. Effecti ve August 10. (7-1)
**DEXTER ARPT: Abandoned. (7-15)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 40 mi; 290°-30°, 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Caution-Rnwy 3-21, S Taxiway and ramp closed-const. (5-18)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side ofE end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: ★BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29) VOR has auto. voice ident operg on test basis. (7-15)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
**CAMBRIDGE-HORN'S POINT ARPT: (Formerly Personal Use Fld). Type: L. Lat. 39-35-30 long. 76-08-15. Elev: 10. Lctn: 3 WNW. No. of rnwys: 3. Lngst rnwy & facs: 26. Remarks SSW blkd. (5-2)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi 015°-245° at 4500'; 245°-330° at 3500'; 330°-350° at 2000'; 350°-015° at 3000'. (3-17)
CHARLOTTE HALL-RADIO: MHW fac 318 kc voice ident. oper. on test basis. (7-26)
CROOM-COLUMBIA ARPT: Fld clsd July 17 thru Sept. 1. (7-26)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.
★SHADYSIDE-RADIO: MHW fac has auto. voice ident on test basis. (7-21)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
**BOSTON: Off-shore warning area W-104 revised by rescinding that portion E of a line between points at lat 42-22-30, long. 69-12-00. Effective date: August 13, 1954.
BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) About Aug 17, South Boston FM will be perm discontd. (7-20)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 clsd-Monday thru Sat. 1500-1800. (6-2)
BOSTON-LOGAN ARPT-TOWER: About Aug 15, ILS glide slope freq 335.0 mc will be shut down for approx 5 days- modernization. (7-23) FLD: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12) Rnwys 4R-22L and 9-27 clsd daylgt hrs- pave ment repairs. (5-27)
BOSTON-REVERE ARPT: Lgtd 40' boom-working end Rnwys 13 and 15. (7-23)
**CAPE COD: Warning Area W-95 rescinded, effect. Aug 13, 1954.
MASSACHUSETTS: NANTUCKET MEMORIAL ARPT: Flashing Hi-intensity lgts installed corners Rnwy 24. Lgtg not avail during precipitation other than drizzle. (7-1)
NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing, August 22, September 19, October 24, -marker will be displayed. (5-4)
**SPRINGFIELD ARPT: Abandoned. (6-4)
SQUANTUM-RADIO: About Aug 17, Easton and Brant FMs will be perm decmsnd. (7-20)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld-days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
DETROIT-RADIO: DME coverage 260°-290°, 40 mi at min en route alt. (6-11) About Aug 6, H fac class will be changed to MHW. (7-21)
DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
**DETROIT-HANCE ARPT: 230' (823'MSL) lgts blast furnace stack being erected 3 mi SE (158°T) at lat. 42-09-30, long. 83-10-10. (6-7)
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24) Effect. July 22, due to high density area VFR tfc destined for either Willow Run or Detroit-Wayne Major Arpt will not penetrate either of the above two arpts tfc pat. while en route unless prior authorization has been rcvd from twr involved. This applies to all flgts VFR even though operg on IFR clearance.
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days. Effect July 22, due to high density area VFR tfc destined for either Willow Run or Detroit-Wayne Major Arpt will not penetrate either of the above two arpts tfc pat. while en route unless prior authorization has been rcvd from twr involved. This applies to all flgts VFR even though operg on IFR clearance.
FLINT-BISHOP ARPT: Due to non-visibility twr unable to ctl tfc on N taxi strip from point 400' E of Rnwy 18-26 to the E end of new terminal bldg, the extreme NW portion of the W taxi strip, the second 100' portion of the apch end of Rnwy 18.
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**HOUGHTON COUNTY MEMORIAL ARPT: 200' (1346'MSL) lgtd twr being erected 4 mi SW (240°T) at lat 47-08-27, long. 88-32-26. (5-25)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
** MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000' in all quads. (6-30) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'- trees along bndry.
**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)
PULLMAN-RADIO: DME coverage 40°-136°, 30 mi; 136°-172° and 265°-306°, 40 mi at min en route alt. (6-16)
**ROMEO ARPT: Lngst rnwy & facs: 33-S5.
SALEM-RADIO: June 2, VAR shut down- conversion to VOR. (6-14)
** SOUTH HAVEN ARPT: Lngst rnwy & facs: 34-BL4-S1-U. (6-30)
MINNESOTA: **BRAINERD ARPT: Bcn and lgts operated on prior req only. (6-24)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)
DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.8 mi SE (135°T) at lat 46-47-20, long. 92-06-51. Sod areas unsafe. (7-8) 3' stakes marking all rnwy and taxiway lgts.
**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)
FAIRMONT ARPT: SE 2200' of NW/SE Rnwy hard surface-feathers into the NW end. (7-19)
**HIBBING ARPT: 206' twr erected 5 mi W (277°T) at lat 47-24-00, long. 92-57-04. (7-9)
MINNEAPOLIS-RADIO: DME coverage 200°-295°, 40 mi at min en route alt. (7-7)
**MINNEAPOLIS-CRYSTAL ARPT: UNICOM (122.8 mc) inoperative. (7-8)

(7-27-54)

MINNESOTA: **MINNEAPOLIS-FLYING CLOUD ARPT: Unicom (122.8 mc inop. (7-8)
**MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): 37' lgtd twr erected 225 N of E/W Rnwy and 100' W of E fld bndry. (7-9) Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: DME coverage 245°-200°, 50 mi and 200°-245°, 40 mi at min en route alt. (7-6)
**THIEF RIVER FALLS ARPT: Bcn and lgts on req after 2400. (6-24)
MISSISSIPPI: CAMP SHELBY: July 13, thru Aug 8, minimum height planes flying over area 10,000' MSL Center of area lat 31-07: long. 89-08. Planes should not fly nearer than 2 mi E, S and W and 7 mi N of area. Firing will be conducted under Visual conditions only. (7-12)
CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 50 mi at 1800'; 70°-110°, 40 mi at 1800'; 110°-174°, 30 mi at 1700'; 175°-210°, 40 mi at 1700'; 210°-310°, 50 mi at 1700'; 310°-040°, 40 mi at 1800'. (6-30)
**GULFPORT: Warning Area W-453 amended: activities to include night photographic missions. Time of Use to be unlimited during months of July and August. The 30-day waiting period is waived. (6-22)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat. - one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
**HATTIESBURG ARPT: 100' (335'MSL) lgtd rdo twr erected 12 mi NNE (23°T) at lat. 31-40-27; long. 89-10-33. (7-9)
JACKSON-RADIO: About Aug 17, the Pelahatchie and Florence FMs will be perm decmsnd. (7-2)
**McCOMB-PIKE CO. ARPT: ENE/WSW strip ruf - bndry lgts discontd. (6-21)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
★ MISSOURI: ★COLUMBIA-RADIO: July 15, trans freq 122.2 mc cmsnd.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or tke-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-21)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
★KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg test basis, without voice. Freq: 113.0 mc, ident: cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral traffic separation. (7-15) July 20, Linkville FM on NW course LF rng perm discontd.
KANSAS CITY ARPT-TOWER: June 11, ASR shut down until approx July 30 - modification. (7-23)FLD: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600' Caution - jet acft Grandview AFB operg vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949"MSL) lgtd guyed TV twr erected 1 mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)
**ST. LOUIS-KRATZ ARPT: Longest Rnwy and fac: 32-S5. (6-28)
**ST. LOUIS-LAMBERT FLD: 679' TV twr will be erected 10 mi SE (150°T) at lat. 38-37-41; long. 90-16-09. (6-4) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of

MISSOURI: ESE/WNW Rnwy at lat 38-45-00, long. 9-23-00. (4-29)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
ST. LOUIS-SMARTT ARPT: Auto races Sundays.
SEYMOUR-OWEN FLD: Caution const along sides of SW end NE/SW Strip. Land at own risk. (5-20)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: **BELT BUTTE BCN SITE 57, CYS-GTF: July 21, bcn site discontd.
BILLINGS-RADIO: About Aug 17, Billings FM will be perm discontd. Concurrently, the 2 dot prefix Park City FM ident will be discontd. (7-21)
BOZEMAN-RADIO: VOR and DME coverage from 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 mi at 11,000'; 185°-200°, 40 mi at 11,000'; 200°-250°, 50 mi at 11,000'; 250°-290°, 50 mi at 9000'; 290°-330°, 50 mi at 11,000'. (6-16)
BULL MOUNTAIN BCN SITE 24 HLN-TWIN CITIES: About July 28, beacon will be changed from 6 to 12 clear fpm. No change in course light identification. (7-14)
BUTTE-RADIO: VOR and DME coverage 317°-352°, 40 mi at 9000'; 352°-020°, 40 mi at 10,500' 020°-068°, 30 mi at 10,500'; 068°-080°, 40 mi at 10,500'; 080°-118°, 50 mi at 10,500'; 118°-135°, 40 mi at 11,000'; 135°-157°, 50 mi 11,500'; 157°-164°, 40 mi at 11,000'; 164°-176°, 30 mi at 11,000'; 176°-198°, 20 mi at 10,500'; 198°-220°, 30 mi at 11,000'; 220°-248°, 40 mi at 11,000'; 248°-264°, 30 mi at 11,000'; 264°-317°, 40 mi at 11,000'.
**CANYON CREEK BCN SITE 18, HLN-TWIN CITIES: July 15, bcn changed from 6 to 12 clear fpm. No change in course light ident. (7-15)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DELL ARPT SITE 28, SLC-GRF: Soon beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)
DILLON-RADIO: VOR radial 146° usable to 45 mi.
**DILLON ARPT SITE 32, SLC-GTF: Beacon changed to 36" double end, flashing alternately 6 clear and 6 green fpm. Course lgts removed. (7-14)
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 20 mi - 55°-70°, 30 mi and 70°-110°, 40 mi at 9000'; 110°-150°, 20 mi, 150°-260°, 30 mi at 10,000'; 260°-290°, 20 mi at 9000'; 290°-320°, 30 mi at 10,000' MSL. (6-16)
★GREAT FALLS-RADIO: July 23, trans & rcvr 255.4 mc cmsnd.
GREAT FALLS ARPT-TOWER: About Jul 28, ILS LOM freq 382 kc will be changed to 407kc
GREAT FALLS AFB-RADIO: USAF VHF/DF unrebliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
**IRON ROD BCN SITE 34, SLC-GTF: Beacon changed from 6 to 12 clear fpm. No change in course light characteristics. (7-14)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR and DME coverage 320°-15°, 20 mi at 11,000'; 15°-85°, 50 mi at 9000'; 85°-200°, 10 mi at 11,000'; 200°-230°, 30 mi at 11,000'; 230°-250°, 40 mi at 10,000'; 250°-280°, 40 mi at 11,000'; 280°-320°, 50 miat 11,000' MSL. (6-16)
LODGE GRASS BCN SITE 34, CYS-GTF: Soon bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (. . .). (6-15)
MISSOULA-RADIO: VOR and DME coverage 355-40°, 20 mi at 11,000'; 40°-70°, 30 mi at 11,000'; 70-110°, 20 mi at 9000'; 110-125°, 30 mi at 11,000'; 125-160°, 40 mi at 11,000'; 160-175°, 30 mi at 9000'; 175-195°, 20 mi at 9000'; 195-220°, 30 mi at 11,000'; 220-235°, 20 mi at 9000';235-270°, 30 mi at 11,000'; 270-290°,40 mi at 9000'; 290-355°,30 mi at 11,000'MSL.
MULLAN PASS-RADIO: DME and VOR coverage 340-300°, 50 mi at 9000'; 300°-340°,40 mi at 9000'. (5-21) Caution - E course LF rng has multiple spread 7° at 40 mi; W course has multiple spread 7°at 35 mi which progresses outwards with distance. (6-25)
**PIEDMONT BCN SITE, 36-B, SLC-GTF: July 21, bcn site discontd.
THOMPSON CREEK, BCN SITE 36A, SEA-HLN: Inoperative. (5-11)
WHITEHALL-RADIO: VOR and DME coverage 300-360°, 30 mi at 10,500'; 360-47°, 30 mi at 11,000'; 47-70°, 40 mi at 11,000'; 70-96°, 40 mi at 9000'; 96-118°, 30 mi at 11,000'; 118-164° 20 mi at 11,500'; 164-197°, 40 mi at 10,500'; 197-213°, 30 mi at 11,500'; 213-228°, 20 mi at 11,500'; 228-250°, 30 mi at 11,500' 250-277°, 30 mi at 10,000'; 299-330°, 20 mi at 10,500' MSL. (6-23) About Aug 17, Whitetail FM on N course will be perm discontd. (7-14)
NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
BEATRICE ARPT: E/W strip open days only for lgt acft.

NEBRASKA: ★CHADRON-RADIO: July 20, H fac, 206 kc, perm discontd.
COLUMBUS ARPT: Caution-const. Use rnwys.
**INDIANOLA-KANSAS RIVER DISTRICT ARPT: Abandoned. (11-5)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
LINCOLN-RADIO: About Aug 2, ILS lclzr and glide slope will be shut down until approx Aug 12 - modification. (7-6)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin, Bldg. - tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed.
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 40 mi; 90°-125°, 30 mi; 120 120°-170°, 20 mi; 170°-240°, 40 mi; 240°-300°, 20 mi; 300°-360°, 50 mi at 12,000'. (5-7)
ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable from 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 40 mi at 12,000'. DME coverage 5°-30°, 35 mi at 12,000'; 30°-60°, 40 mi at 12,000'; 60°-160°, 30 mi at 12,000'; 160°-240°, 50 mi at 10,000'; 240°-5°, 40 mi at 12,000'. (5-6)
**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and rnwy lgts no longer available. (6-23)
MORMON MESA-RADIO: DME coverage 350°-050°, 50 mi at 10,000'; 050°-065°, 50 mi at 13,000'; 065°-080°, 40 mi at 13,000'; 080°-105°, 50 mi at 13,000'; 105°-115°, 40 mi at 13,000'; 115°-130°, 30 mi at 13,000'; 130°-140°, 40 mi at 13,000'; 140°-215°, 50 mi at 7000'; 215°-270°, 50 mi at 12,000'; 270°-380°, 40 mi at 12,000'; 280°-340°, 30 mi at 12,000'; 340°-350°, 50 mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 35 mi at 12,000'; 10°-35° and 45°-85°, 40 mi at 11,000'. DME coverage 45°-75°, 50 mi at 10,000'; 75°-110°, 30 mi at 12,000'; 110°-180°, 50 mi at 13,000'; 180°-200°, 30 mi at 13,000'; 200°-240°, 20 mi at 13,000'; 240°-280°, 40 mi at 11,000'; 280°-350°, 50 mi at 11,000'; 350°-45°, 40 mi at 12,000'. (5-7)
RENO ARPT: Rnwy 16-34 clsd - const., acft parked on S 3000'. (7-6)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 40 mi at 12,000'; 50°-80°, 35 mi at 12,000'. DME coverage 15°-160°, 30 mi at 12,000'; 160°-210°, 50 mi at 10,000'; 210°-250°, 30 mi at 12,000'; 250°-345°, 40 mi at 12,000'; 345°-15°, 50 mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info in avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CLAREMONT ARPT: Rnwy lgts and rotating beacon inoperative. (6-15)
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 40 mi at 5000'; 350°-010°, 40 mi at 5000'; 010°-030°, 30 mi at 5000'; 030°-075°, 40 mi at 4000'; 075°-100°, 40 mi at 2500'; 100°-120°, 30 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)
NASHUA-BOIRE FLD: Caution banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed - construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 30 mi; 200°-60°, 25 mi at min en route alt. DME coverage 60°-270°, 30 mi at 2500'; 270°-330°, 20 mi at 4000'; 330°-60°, 30 mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
COLT'S NECK-RADIO: About Aug 23, VOR will be shut down for approx 3 days - modernization. (7-23)
**MARLTON-MEDFORD ARPT: Lngst rnwy & facs: 25-*L4-S5-U. (3-10)

NEW JERSEY: MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
★MORRISTOWN ARPT-TOWER: July 17, trans 121.3 mc cmsnd.
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg on apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**RICHLAND-CAVOLI'S ARPT: No. of rnwys: 1. Lngst rnwy & facs: 26-*L4-S5. (3-8)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail., ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16) 40' boom adj all rnwys - days only. (7-6)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)
NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Arpt. (6-25).
ALBUQUERQUE-RADIO: About Aug 17, Juan Tomas FM will be perm discontd. (7-17)
**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)
ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF.DF unreliable 169°-319° below 16,000'. (2-3)
ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution -lndg on Rnwy 21. (7-6)
CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 50 mi at 10,000'. Coverage in Mexico not checked. (5-22)
DEMING-RADIO: About Aug 17, HW fac will be perm discontd. (7-23)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru Sept 8 in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7) About Aug 17, LF rng will be perm decmsnd. (7-16)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. About Aug 17, Maxwell FM will be perm discontd. (7-20)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only. About Aug 17, H fac will be perm discontd. (7-16)
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2000' in progress daylgt hrs VFR conditions. Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)

(7-27-54)

NEW YORK: BUFFALO-RADIO: DME coverage 40°-110°, 45 mi at min en route alt; 50 mi at all other azimuths at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)
CALVERTON-GRUMANN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
**DANSVILLE ARPT: Weather reports no longer available. (7-31)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: VOR coverage 50°-75°, 20 mi; 75°-50°, 30 mi at min en route alt. (4-29)
**ISLIP-MAC ARTHUR ARPT: All acft landing or taking off must be equip. with rdo rcvr. All acft cautioned not to use any of the turfed areas. (7-16)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of base. (2-15)
MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.
NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S Rnwy-land to W. (6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. Equip. crossing Taxiway CC all hours. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of suceeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Sepcial Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)
NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N & NW rnwys clsd as mrkd at intsxns. Use grass for taxying. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
**PATCHOGUE: Effect Aug. 10, Warning Area W-106 revised "Using Agency: NAS, New York, N.Y."
PLATTSBURG-RADIO: VOR radials 260°, 280° usable dist 40 mi at min en route instr alt. DME coverage: 10°-265°, 50 mi at min en route alt; 265°-280°, 40 mi at 6000'; 280°-310°, 40 mi at 4700'; 310°-010°, 40 mi at 4700' MSL. (7-12)
POUGHKEEPSIE-RADIO: DME coverage 90°-290°, 50 mi at 3000'; 290°-90°, 50 mi at 1500'.
**POUGHKEEPSIE-DUTCHESS COUNTY ARPT: Rnwy lgts 6-24, operg on req only. (7-27)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying Missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220°, 40 mi at min en route alt. (4-29)
**SYRACUSE-HANCOCK ARPT: Beginning Aug 1, radar testing opern has been extended until April 1, 1955. Four to six rounds will be fired each month. (6-22) Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8)
WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: ASHEVILLE-RADIO: June 14, VAR converted to VOR, operg on test basis. Freq: 115.1 mc, without voice. Ident: AVL. Lctd at lat 35-24-25, long. 82-16-08.
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touch-down point not available. (5-10) FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
★ELIZABETH CITY-RADIO: July 14, DME at VOR site figt-checked and cmsnd. Coverage 120°-165°, 40 mi; 165°-265°, 30 mi; 265°-30°, 40 mi at min en route alt; 30°-120° not checked.
**GASTONIA ARPT: Rnwy 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)
GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177°T) at lat. 35-34-15, long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)
LUMBERTON-RADIO: VOR operg on test basis. (10-1)
NEW BERN-RADIO: About Sept 1, VAR will be decmsnd for indefinite period- relctn and conversion to VOR. (7-23)
RALEIGH-RADIO: DME coverage 0°-120°, 50 mi; 120°-230°, 40 mi; 230°-310°, 30 mi; 310°-0°, 40 mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
*TARBORO ARPT: NE/SW strip avail. 2700' with unmrkd fence SW end. 80 oct. Daytime opern. (7-21)
*THOMASVILLE ARPT: Abandoned. (10-23)
*WALLACE ARPT: Abandoned. (5-24)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine beechcraft.
WINSTON-SALEM-RADIO: About Aug 17, High Point FM will be perm decmsnd. (7-6)
WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)
NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)
FARGO-HECTOR FLD: Men-hvy equip. on E and NE portion of arpt-crossing rnwys occasionally. Unlgtd 195' (1100'MSL) grain elevator erected 2 mi SW at lat 46-52-15, long. 96-50-40. (7-18)
GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 40 mi at min en route; 50 mi or more at all other azimuths. (7-7)
OHIO: AKRON-RADIO: LF rng N course displaced 3° W. (7-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnwys only.
CINCINNATI-RADIO: DME coverage 60°-150°, 40 mi; 150°-60°, 50 mi at min en route alt.
CINCINNATI ARPT: S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this ta xiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: VOR coverage 40 mi at minimum en route alt all azimuths. DME coverage 60°-100°, 50 mi at 2900'; 100°-145°, 40 mi at 2500'; 145°-170°, 50 mi at 2500'; 170°-190°, 40 mi at 2500'; 190°-245°, 50 mi at 2500'; 245°-310°, 40 mi at 2000'; 310°-060°, not checked. (6-25)
CLEVELAND-CUYAHOGA COUNTY ARPT: Caution - const E/W Taxiway - equip on fld.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)
CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operng on top of 20' hill lctd 200' E of NE end NE/SW strip. (6-10)
★COLUMBUS-PORT COLUMBUS ARPT-TOWER: Trans & rcvr 243.0 mc cmsnd and 274.3 mc decmsnd. (7-13) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to. Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 35 mi at 2400'; 220°-150°, 50 mi at 2200'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT: No grass operns xcpt S of new taxistrip paralleling Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (3-11) July 16 to Aug 16 Rnwy 18-36 closed - const. (7-15)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000°; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-315 below 3000'; 180°-229° and 121°-173° below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
GALLIPOLIS-HOLZER ARPT: Abandoned. (10-29-53)
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 11° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet
N. RIDGEVILLE-STRAUSS APRT: Field closed. (5-19)
SOLON ARPT: S half of S Strip under construction- ro ugh, do not use. (11-6)
SPRINGFIELD ARPT: NE/SW Rnwy closed - const. (7-21)
TOLEDO-RADIO: VOR usable distance 25 mi at min en route alt. (7-7)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
** TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)
WATERVILLE-RADIO: VOR coverage 45 mi at min en route alt. DME coverage 120°-190°, 50 mi at 2500'; 190°-210°, 50 mi at 2200'; 210°-262°, 50 mi at 2000'; 262°-278°, 40 mi at 2000'; 278°-120°, 50 mi at 2000'. (4-29)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 50 mi at 3000'; 80°-127°, 50 mi at 4000'; 127°-259°, 30 mi at 2600'; 259°-295°, 50 mi at 2600'; 295°-315°, 50 mi at 2500'; 315°-344°, 50 mi at 2000'; 344°-010°, 40 mi at 2400'. About 17, Gustavus FM will be perm decmsnd.
YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 30°-230°, 50 mi at 2300'; 230°-280°, 40 mi at 2300'; 280°-230°, 50 mi at 2700'; 340°-30°, 50 mi at 2700'. (6-10)
**ARDMORE ARPT 10, FTW-ICT: Abandoned in error. This corrects Airgi Vol. 9, No. 7, dated June 15. Effect. July 1, bcn and fld lgts will be discontd. (6-23) Airport will continue to be operated by city. (7-1)
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)
GAGE ARPT: Closed all ngt and air carriers operns. NE/SW Rnwy SW of intsxn closed to all operns-holes on rnwy. Acft wreckage extreme W edge N/S Rnwy 100' S intsxn.(7-9)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**HOLLIS ARPT: Abandoned.
OKLAHOMA CITY-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-14) About Aug 17, Washington FM will be perm decmsnd. (7-17)
OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME at ILS glide slope site coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-24) N Taxi Strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA RADIO: DME coverage 230°-250°, 40 mi at 2600'; 250°-330°, 50 mi at 2600'; 330°-360°, 50 mi at 2200'. (5-15)
TULSA ARPT: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted du rg day lgt hrs on following dates: August 22, September 12, October 10. (5-28)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000'; 125° lmtd 36 mi usable dist at 9000'; alt radial 140° lmtd to 37 mi usable dist at 9000'. (4-23)
BEAVER MARSH ARPT SITE 73, RIV-DLS: Soon beacon will be changed to 36'' double end, flashing alternately 6 clear and 6 green fpm. (6-15)
CASCADE LOCKS, BCN SITE 4, PDX-SPO: Soon Bcn will be changed from 6 to 12 flashes per min. Crs lgts remain unchanged. (7-3)
EUGENE-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts including the 165°, 177° and 201° off-arwy radials. Occasional severe scalloping makes course line information unusable in NE quad. - caution.
HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 40 mi at 10,500'; 275°-305°, 30 mi at 10,500'. (4-23)
**LAKEVIEW ARPT: Unicom avail. (7-14)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
MEDFORD ARPT-TOWER: May 27, ILS operg on test basis. Lclzr freq: 110.3 mc, with voice. Ident: MFR. Lctd on extended centerline and 1000' S of end Rnwy 14-32. Glide slope freq: 335 mc. Lctd 500' S of centerline and 850' S of apch end rnwy. Glide angle: 3°. Apch bear.: 140°, serving Rnwy 14-32. Elev of glide slope at OM 2852' MSL; at MM 1543' MSL. LMM freq: 356 kc. Ident: FR. Lctd on centerline extending and 3750' (0.71 mi) from apch end rnwy. OM lctd 48.5' E of centerline extended 28758' (5.45 mi) from apch end rnwy. OM lctd 48.5' E of centerline extended 28758' (5. 45 mi) from apch end rnwy. Lclzr back course unusable. Variation: 20 E. ILS monitored at ctl twr. FLD: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PACIFIC CITY ARPT: Closed-construction. (6-22)
PENDLETON-ARPT-TOWER: About Aug. 2, ILS will be shut down - modernization. (6-24)

OREGON: PENDLETON ARPT: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require, after notification of twr. (6-28)

★PORTLAND-RADIO: July 22, DME at VOR site flgt-checked and cmsnd. DME and VOR coverage 337°-17°, 40 mi at 8000'; 17°-60°, 40 mi at 7000'; 60°-86°, 30 mi at 7000'; 86°-152°, 50 mi at 7000'; 152°-178°, 50 mi at 4000'; 178°-188°, 50 mi at 5000'; 188°-245°, 50 mi at 5500'; 245°-327°, 50 mi at 5000'; 327°-337°, 40 mi at 5000'. (7-23) VOR flgt-checked for en route Victor Arwys use only at min instr alts. The usable dist of radials is lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alt.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races on the following dates: August 1, 15 and 29. (7-13)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29) About Aug 17, Topton FM will be perm decmsnd. (7-20)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 7 mi S (180°T) at lat 40-33-59, long. 75-26-08. (7-8) Due to non-visibility twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel Hangar. (2-4)

BERWICK ARPT: Aug 16 thru Aug 21 arpt will be clsd-to be used as a base for the town fair. Fireworks ngt of the 21st. (7-20)

BRISTOL - 3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 20 to 30 mi- due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri 0800-1700. N bndry - lat 40-01-00; S- lat. 39-59-30, E-long. 77-47-00, W-long. 77-49-00.

**CHESTER-BUCKMAN ARPT: Abandoned.

ERIE-RADIO: VOR radials on all Victor Arwys within tolerance. Usable dist 40 mi on V-37 at min instr alt, other radials beyond tolerance in excess of 20 mi. (4-29) DME coverage 40 mi at min en route instr alt. About Aug 15, ILS lclzr and glide slope will be shut down for approx 3 days- antenna modernization. (7-16)

**GREENSBURG ARPT: Abandoned. (7-7)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 40 mi. VOR coverage 100°-140°, 30 mi; 140°-230°, 40 mi at min en route alt. DME coverage 50°-70°, 50 mi at 3500'; 70°-150°, 50 mi at 2500'; 150°-210°, 40 mi at 3000'; 210°-240°, 40 mi at 5500'; 240°-280°, 45 mi at 5500'; 280°-310°, 30 mi at 5500'; 310°-330°, 30 mi at 4000'; 330°-350°, 20 mi at 4000'; 350°-50°, 20 mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

HAZELTON-REIFENBERG ARPT: Irregularly attended- no service avail. (7-20)

JOHNSTOWN-RADIO: About July 27, VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat. 40-19-00, long. 78-50-04. Variation: 6° W. Elev: 2279' MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa., INSACS. Class: BVOR-DTV.

**LEESPORT-MARELLO ARPT: New field. Type: P. Lat 40-48; long. 75-56. Lctn: 2 NE. Elev: 570. No of rnwys: 2. Lngst rnwy & facs: 22-S3. Fuel: F1. Rem: N blkd; p-line E.

**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)

**MURDOCKSVILLE-SUNNYHILL ARPT: Abandoned. (10-28)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park 7 mi NNE Philadelphia Arpt between 1330 and 2200. Music festivals.

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE

PENNSYLVANIA: cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph , not usable under other conditions xcpt in emerg. Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwy 22, 27 and 30 changes appearance of arpt on apch. Unlgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME coverage 70°-350°, 50 mi at 4000'; 350°-70°, 50 mi at 4500'.

PITTSBURGH-ALLEGHENY COUNTY ARPT: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const. N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line- extreme caution. Const in progress both sides of rnwy Areas flagged and lgtd. Rnwy 12-30 closed entire length. (7-16)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: July 19, voice cmsnd on ILS lclzr, Rnwy 28, freq 109.7 mc.

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 30 mi at min en route alt. DME coverage 5°-100°, 40 mi at 4000'; 100°-120°, 30 mi at 4000'; 120°-150°, 20 mi at 4000'; 150°-180°, 30 mi at 3500'; 180°-215°, 40 mi at 3500'; 215°-255°, 40 mi at 4000'; 255°-305°, 30 mi at 4000'; 305°-335°, 40 mi at 4000'; 335°-005°, 30 mi at 4000'.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution-const. Men and equip on fld. (5-26)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

**WILLOW GROVE: Caution Area C-23 revised by deleting "NADC, Johnsville, Pa." as one of the Using Agencies. Effective August 10. (7-1)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress-open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

**ANDERSON ARPT: 86' (873' MSL) lgtd rdo twr erected 3 mi NE (65°T) at lat 34-30-38, long. 82-89-08. (7-1)

BEAUFORT-COUNTY ARPT: Runway lights inoperative. (1-7)

CALHOUN FALLS-BENTLEY ARPT: Closed. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

CHARLESTON AFB-TOWER: ILS glide slope shut down until approx Aug 5- modernization.

COLUMBIA-RADIO: VOR course 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 270° - 0° to 30°, 50 mi at 2000'; 30°- 180° to 270°, 40 mi at 1500' MSL. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service. FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice.

FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 5 mi of rnwy. (1-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under const. (4-21)

SUMTER-SHAW AFB-RADIO: USAF LF rng unreliable (3-2) USAF UHF/DF trng status.

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-30. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch. (6-23)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**MILLER ARPT: 24" clear beacon rotating 12 rpm in opern. (7-6)

PHILIP-RADIO: About Aug 27, BMH will be perm discontd. (7-23)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

YANKTON ARPT: New NE/SW rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)

BRISTOL-TRI-CITY-ARPT-TOWER: ILS glide slope not usable MM to Fld. About July 26, lclzr and glide slope will be shut down for approx one week - modernization. (6-12)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NW of midfield intsxn until approx Dec. 18. - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service until Sept. 1 - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (7-7)

CROSSVILLE-RADIO: VOR usable for more than 50 mi in all azimuths at min en route alt.

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 30 mi, 140°-290°, 20 mi, 290°-310°, 30 mi, 310°-120°, 40 mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7) About Aug 17, Watts Bar FM will be perm discontd. (7-16)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S Rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 40 mi at min en route. DME coverage 50 mi at min en route alt in all azimuths xcpt 190°-200°, 40 mi; 200°-230°, 30 mi; 230°-260°, 40 mi. (6-17)

**MEMPHIS ARPT: 206' (244'MSL) lgtd rdo twr erected 8 mi N (9°T) at lat 35-09-47; long. 89-58-17. (6-25)

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°-270°, 40 mi. (6-15)

NASHVILLE-BERRY FLD: Construction-new 60' tfc ctl twr being erected 830' N of NW end Runway 15-33 and 970' W Runway 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage 20°-100°, 50 mi at 3000'; 100°-195°, 50 mi at 4000'; 195°-215°, 40 mi at 4000'; 215°-20°, 50 mi at 4000' MSL. (6-21) About Aug 17, Phantom Hill FM will be perm decmsnd. (7-16)

AMARILLO-SPECIAL-NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on RJ. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

AMARILLO-RADIO: About Aug 3, FM on E course LF rng will be perm decmsnd. (6-30) About Aug 17, Soncy FM will be perm decmsnd. (7-17)

AUSTIN-RADIO: DME coverage 360°-110°, 50 mi at 2000'; 110°-220°, 50 mi at 2500'; 220°-250°, 50 mi at 3000'; 250°-330°, 50 mi at 3500'; coverage over Danger Area 343,330°-360° not certified. (6-10)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only.

TEXAS: BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DME coverage: 20°-130°, 50 mi at 4000'; 130°-190°, 40 mi at 4000'; 190°-260°, 50 mi at 4500'; 260°-350°, 50 mi at 5000'; 350°-20°, 50 mi at 4500' MSL. (6-30)

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRYAN AFB-RADIO: USAF UHF/DF trng status only. (6-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 30 mi at 2000'; 95°-110°, 40 mi at 2000'; 110°-135°, 40 mi at 1600'; 135°-165°, 40 mi at 2000'; 165°-315°, 50 mi at 2000'. (6-16)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage: 140°-250°, 50 mi at 9000'; 250°-265°, 40 mi at 7500'; 265°-280°, 50 mi at 8000'; 280°-340°, 40 mi at 10,800'; 340°-140°, 50 mi at 7500' MSL. (7-1)

**DALHART ARPT: Use rnwys. Only Rnwys 17-35 and 3-21 lgtd. (6-24)

DALLAS-RADIO: July 15, DME at VOR site flgt-checked and cmsnd. Coverage 50 mi in all quads at 2200' MSL. About Aug 17, Fornez FM will be perm decmsnd. (7-17)

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Aug 15. Effect. Aug 10, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Love Fld. These procedures are described generally on Page 66 Volume 8 of FIM. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (7-19) FLD: Exten. const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs., men and equip. on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000 and 2000feet NW end Rnwy 13; 400' SW of center of rnwy.-unlgtd.

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

**EDINBURG-CLAY ARPT: 238' (328'MSL) lgtd rdo twr erected 1/2 mi N (360°T) at lat 26-19-42; long. 98-09-36. (7-7)

EL PASO-RADIO: DME coverage 010°-100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240°-265°, 40 mi at 8500'; 265°-300°, 30 mi at 10,000'; 300°-320°, 50 mi at 10,000'.

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26,22, and 17; rgt hand to Rnwys 35,04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping. (1-26) About Aug 17, Haslet FM will be perm decmsnd. (7-17)

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 8 mi SE (128°T) at lat 32-45-01; long. 97-16-07. (7-6)

GALVESTON-RADIO: April 23, VOR shut down for relctn.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00; long. 96-32-00.

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: Beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia, direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730-1615 CST, approx 14 mi E.

HOUSTON-RADIO: About Aug 17, Webster FM will be perm decmsnd. (7-17)

**HOUSTON ARPT: 109' MSL lgtd drilling derrick erected until August 10,1954 lctd 950' from NW apch end Rnwy 12. (7-16)

(7-27-54)

TEXAS: HOUSTON ARPT: Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Drilling derrick erected 950' from NW apch end Rnwy 12. Overall height 109' MSL-lgts.
HUDSPETH-RADIO: DME coverage 50°-80, 50 mi at 8500'; 80°-260°, 50 mi at 9000' 260°-290°, 50 mi at 8000'; 290°-030°, 50 mi at 9000'; 30°-50°, 50 mi at 10,800'. (6-23)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
**LA PORTE ARPT: 161' derrick erected 5 mi SW (218° T) at lat 29-36-56, long. 95-06-27.
LUFKIN-RADIO: DME coverage 125°-145°, 50 mi at 1500'; 145°-280°, 40 mi at 1500'; 280°-305°, 40 mi at 1700'; 305°-315°, 30 mi at 1700'; 315°-335°, 40 mi at 1700'; 335°-15°, 40 mi at 2000'; 15°-60°, 40 mi at 1700'; 60°-125°, 40 mi at 1500'. (6-22)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7)
MIDLAND-RADIO: DME coverage 40°-70°, 50 mi at 4000'; 70°-260°, 50 mi at 4500'; 260°-40°, 50 mi at 5000'. (6-30) About Aug 17, Stanton FM will be perm decmsnd. (7-16)
MIDLAND AIRPARK-TOWER: Effect. Mar 1, and until Sept 1. USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18 mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: NW/SE rnwy clsd to all acft durg daylgt hrs on week-days until Sept 1, because of parked mil acft on rnwy. While arpt is being used by mil acft an Air Force mobile tfc until will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)
MINERAL WELLS-RADIO: DME coverage 95°-180°, 50 mi at 2500'; 180°-230°, 50 mi at 3000'; 230°-260°, 40 mi at 3000'; 260°-350°, 50 mi at 3000'; 350°-95°, 40 mi at 2500'.
ODESSA-ECTOR COUNTY ARPT: Caution-NW/SE strip clsd- men and equip. on fld.
QUITMAN-RADIO: DME coverage 2300', 50 mi in all azimuths. (6-9)
POTEET ARPT: Closed - const. (11-20)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structure are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 50 mi at 9000'; 250°-290°, 50 mi at 8500'; 290°-015°, 50 mi at 9000'; 015°-045°, 30 mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
★SAN ANTONIO-RADIO: July 13, DME at VOR site flgt-checked and cmsnd.
SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng ground checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
**SAN MARCOS-THOMPSON FLD: Abandoned. (7-19)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000'. (2-19)
**SNYDER-WINSTON ARPT: 145' lgtd oil well derrick erected 420' E of extended center line of N/S Rnwy. (7-14)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
VICTORIA COUNTY ARPT: 107' lgtd oil well derrick being erected 350' SW of centerline NW-SE rnwy approx 1200' NW of SE end of NW-SE rnwy. (7-1)
WACO-RADIO: DME coverage 190°-290°, 40 mi at 2300'; 290°-190°, 50 mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' pil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd- const, mrkd. (7-7)
WICHITA FALLS-SHEPPARD AFB: Rnwy 17R-35L unlgtd and clsd to mil acft. No overrun off ends of rnwys. Jet acft do not land short of paved surface. Taxiway between Rnwys 2-20 and 17C-35C clsd to 4 engine acft. (9-24) 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Ramp area W side of arpt between Rnwy 17R-35L and bldg area soft in spots and scattered with holes partly mrkd by irridescent metal flags - unlgtd ngts - caution. (7-15)
UTAH: BRYCE CANYON-RADIO: DME coverage 330°-350°, 50 mi at 13,500'; 350°, 330°, 50 mi at 13,000'. (4-28) VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80°, and 100°-135°, 40 mi at 11,000'. DME coverage 20°-40°, 50 mi at 13,000'; 40°-90°, 30 mi at 13,000'; 90°-170°, 50 mi at 13,000'; 170°-230°, 50 mi at 9000'; 230°-20°, 50 mi at 11,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 40 mi at 10,000'; 172°-190°, 30 mi at 13,000';
MILFORD-RADIO: VOR coverage 20°-140°, 25 mi; 235°-330°, 40 mi at min en route alt. DME coverage 40°-120°, 20 mi at 13,000'; 120°-160°, 50 mi at 13,000'; 160°-210°, 50 mi at 10,000'; 210°-230°, 50 mi at 12,000'; 230°-310°, 50 mi at 12,000'; 310°-355°, 50 mi at 11,000'; 355°-40°, 50 mi at 13,000'; (5-21)
UTAH: OGDEN-RADIO: VOR coverage 5°-120°, 35 mi at 11,000'. (7-30) DME coverage 0°-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000'. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'; 35 mi at 11,000'. (3-24) DME coverage 20°-140°, 20 mi at 13,000'; 140°-180°, 50 mi at 12,000'; 180°-235°, 40 mi at 12,000'; 235°-340°, 50 mi at 9000'; 340°-20°, 30 mi at 12,000'. (5-10)
SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 160°-220°, 50 mi at 11,000'; 220°-295°, 50 mi at 12,000'; 295°-350°, 40 mi at 12,000'; 350°-160°, 50 mi at 9000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed, obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi.
BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8)
VIRGINIA: **ALEXANDRIA-BEACON FLD: Fld is open - notam closing fld in error. (7-2)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area ta any hour or altitude.
**DELTAVILLE-BERRYVILLE ARPT: Abandoned. (6-24)
**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy and facs: 30-BL2, 4-S5-U. 80, 91 oct. This corrects Airgi Vol. 9, No. 7, dated June 15.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-10°, 40 mi at 4000'. DME at VOR site shut down. (3-13)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 40 mi at 1500'; 75°-85°, 35 mi at 1500'; 85°-130°, 40 mi at 1500'; 130°-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 25 mi at min en route instr alt. (5-20)
LYNCHBURG-PRESTON GLENN ARPT: Signal for below VFR wea minimums inop. ngts.
MANASSAS ARPT: Closed - const. (4-29)
MONTEBELLO-RADIO: DME coverage 210°-90°, 50 mi at 6000'; 90°-150°, 50 mi at 3000'; 150°-180°, 40 mi at 3000'; 180°-210°, 40 mi at 5000'. (7-6) VOR coverage 110°-220°, 40 mi at min en route alt. (7-13)
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 25 mi; 15°-55° and 195°-210°, 40 mi at min instr alt. DME coverage 10°-40°, 40 mi at 6000'; 40°-120°, 50 mi at 6000'; 120°-200°, 40 mi at 6000'; 200°-225°, 30 mi at 6000'; 225°-255°, 50 mi at 6000'; 255°-010°, 30 mi at 6000'. (7-7)
RICHMOND-BYRD ARPT-TOWER: ILS LOM usable dist 15 mi during normal atmospheric conditions. (7-19) FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to Rnwy 2-20. Caution-soft shoulders Rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
★SPRINGFIELD-RADIO: MHW fac has voice ident on test basis. (7-14)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2000' Rnwy 1 closed to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 30 mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 30 mi at 5500'; 175°-260°, 50 mi at 10,000'; 260°-290°, 50 mi at 8000'; 290°-40°, 30 mi at 10,000'. (6-21)
★EPHRATA-RADIO: July 19, DME at VOR site flgt-checked and cmsnd. DME and VOR coverage 350°-124°, 50 mi at 5000'; 124°-209°, unknown prohibited area; 209°-227°, 50 mi at 7000'; 227°-280°, 40 mi at 8000'; 280°-340°, 30 mi at 5000'; 340°-350°, 40 mi at 5000'. (7-27-54)

WASHINGTON: ESPANOLA BCN SITE 22, SEA-HLN: Soon, beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 3000' USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025°-098° below 9000' due terrain limitations.

HOQUIAM-RADIO: DME coverage 35°-50°, 50 mi at 3500'; 50°-155°, 50 mi at 7000'; 155°-35°, 50 mi at 5000'. (5-18)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)

**NELSON RIDGE BCN SITE 6, SEA-HLN: Beacon changed to 12 clear fpm. No change in course lgt characteristics. (7-23)

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)

**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)

SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (2-9)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to theE at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S crs 35 mi, SW and N, 30 mi each.

SPOKANE-RADIO: VOR and DME coverage 36°-152°, 50 mi at 7000'; 152°-224°, 50 mi at 5000'; 224°-264°, 50 mi at 6000'; 264°-36°, 50 mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; trng status. (5-27)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr.

TACOMA-McCHORD AFB-RADIO: All courses LF rng have splits and multiples beyond 20 mi. (6-3) USAF UHF/DF unreliable below 10,000' on inbound 130-175°. (6-22)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 30 mi at 3000'; 270°-330°, 30 mi at 2500'. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)

CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 5.2 mi WNW 9275°T) at lat 38-22-36, long. 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10) DME coverage 35°-95°, 50 mi at 6800'; 95°-120°, 40 mi at 6800'; 120°-165°, 30 mi at 6800'; 165°-195°, 40 mi at 6800'; 195°-220°, 50 mi at 6800'; 220°-35°, 50 mi at 5000' MSL.

ELKINS ARPT: Rnwy lgts on 13-31 inoperative. Taxiway clsd for maint from ramp to end Rnwy 31, approx 50' left side taxiway from intsxn to ramp-very ruf. (7-7)

MARTINSBURG-RADIO: DME coverage 50°-95°, 40 mi at 2500'; 95°-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)

MARTINSBURG ARPT: Glider flying-peak activity expected on week ends and holidays.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)

WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .9° in excess of tolerance from azimuth angles 90° thru 116° and clockwise errors up to .7° in excess of tolerance at azimuths angles 220° thru 252°. (4-3)

**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chamber of Commerce.

JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)

**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36" rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.

LONE ROCK ARPT, 15, CHI-MPS: Aug 17, Intermediate fld will be perm discontd. (7-23)

WISCONSIN: MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in Indg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution-landing jet interceptor acft using tactical left hand over-head appchs at 2300' MSL. (3-30)

MARSHFIELD ARPT: Caution-construction - NW/SE Strip. (6-30)

★MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220° DME coverage 190°-200°, 40 mi; 200°-190°, 50 mi at min en route alt. (6-11) July 21, trans 122.2 and trans & rcvr 255.4 mc cmsnd. (7-22)

★MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 21, twr and INSAC combined. Twr trans 257. 8 mc. Trans & rcvr 118.5. and 243.0 mc cmsnd. VHF/DF decmsnd at twr and will be recmsnd about July 26 at combined fac. (7-22)

RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE Strip. Men and equip on fld. (6-22)

WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)

WAUKESHA-COUNTY ARPT: Caution-E/W Strip under const. Men and equip on fld. (7-6)

WYOMING: CASPER: Temp. Controlled Firing Area will be conducted until Sept 1, in following described area: Bounded on N by lat 42-58-00; E by long. 106-41-00; S by lat. 42-56-00; W by long. 106-48-00. Altitude: Surface to 16,000' MSL. Time of Use: As published in NOTAMS. Activities conducted: Air-to-ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard. 600 E 25th St., Casper, Wyo.

CASPER-RADIO: ILS glide slope has moderate to severe path roughness abqve 7300' and beyond 7 mi. Not to be used for auto. pilot apchs. About Aug 17, Midwest FM will be perm discontd. (7-15)

CASPER-NATRONA COUNTY ARPT-TOWER: Effect thru Sept 5, twr in opern by AF personnel. Trans 278 kc; 243.0, 236.6, 126.18, 121.5, 118.3 mc. Rcvrs: 3023.5 kc, 122.5, 118.3, 121.5, 126.18, 236.6, 243.0 mc. Hrs of opern: 1200-0600 daily. VHF/DF on 137.88 mc. UHF/DF on 305.4 mc. Standard lgt signals from twr for acft not equipped with rdo. (7-21)

CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10°-120°, 7300'; 120°-180°, 7500'; 180°-280°, 11,000'; 280°-325°, 10,500'; 325°-340°, 9000'; 340°-10°, 7500'. (5-5) About Aug 17, Hillsdale FM will be perm discontd. (7-15)

CHEYENNE ARPT-TOWER: July 1, ILS shut down until approx Oct. 1- rnwy const. FLD: Clsd to transient jet acft till approx Oct. 1, except in emergencies. (7-1)

FT. BRIDGER-RADIO: About Aug 17, Evanston FM will be perm discontd. (7-15)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

LARAMIE-RADIO: DME coverage 360°-155°, 50 mi at 11,000'; 155°-225°, 40 mi at 15,000'; 225°-300°, 30 mi at 15,000'; 300°-360°, 50 mi at 11,000'. (7-2)

LARAMIE-BREES FLD: Caution deer on fld. (6-29)

★ROCK RIVER-RADIO: July 20, DME at VOR site flgt-checked and cmsnd. Coverage 360°-40°, 50 mi at 11,000'; 40-110°, 50 mi at 11,300'; 110-160°, 50 mi at 11,000'; 160°-230°, 50 mi at 15,000'; 230-360°, 50 mi at 12,000'. (7-20)

ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-marked. (3-18)

SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To" Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of July 26, 1954 , check points or facilitites have been established at the following airports (listed under city name)

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
Knoxville, Tenn., McGhee-Tyson
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., AFB
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark
Florence, S. C
Fort Smith, Ark
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc
Lafayette, La
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

(7-27-54)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (+) SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
AMARILLO, TEXAS Air Terminal 3604 SBRAZ - DTV - AMA Procedure No. 2 Effective date: 8/15/54	Amarillo VOR Saint Francis MHW Conway Int. (final)	222 7.0 220 8.0 257 11.0	4800 4800 4200	S side of E crs 077 - outbnd 257 - inbnd 4700'- within 15 mi (NA beyond 15 mi)	AMA Int 4200	257 5.0	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 5 800-2	Within 5 0 miles climb to 5000' on W crs Amarillo LFR within 25 miles or when directed by ATC turn right and climb to 4800' on N crs of Amarillo LFR within 25 miles. Amarillo Int is E crs Amarillo LFR and 160° bearing from St Francis MHW. Note Procedure authorized only for aircraft equipped to receive Amarillo LFR and Saint Francis MHW bearings simultaneously.
AUSTIN, TEXAS Robert Mueller Arpt 631 SBMRLZ - VDT - AUS Procedure No. 1 Effective date: 8/15/54	Austin VOR	194 5.0	2000	S side NW crs 298 - outbnd 118 - inbnd 2500'-within 15 mi	Austin FM 2000 LFR 1500 (1)	118 1.8	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 5 800-2	Within 1 8 miles climb to 2000' on SE crs (116°) within 25 miles. (1) If Austin FM not received altitude over LFR 2000'. Caution twr 1498' 2 5 mi SW of crs. "Z" marker will be received immediately after passing Austin FM. Use low position on marker receiver.
AUGUSTA, GA. Daniel Fld Dated: 8/1/52	PROCEDURE CANCELLED effective date: 8/16/54									
BILLINGS, MONT. Municipal Airport Procedure No. 2 Dated 1/21/52	PROCEDURE CANCELLED effective date: 8/17/54									
BOZEMAN, MONT. Gallatin Field 4461 SBMRAZ- DTV - BZN Procedure No. 1 Effective date 8/16/54	Bozeman VOR	145 1.0	6000	*W side S crs 140 - outbnd 320 - inbnd 8500'-within 10 mi (NA beyond 10 mi)	6000	316 1.2	T-d T-n C-d C-n A-d A-n	1000-1 1000-2 1500-1 1500-2 1500-2 1500-2	1500-2 1500-2 1500-2 1500-3 1500-2 1500-3	Within 1 2 mi turn left climb to 9000' on W crs within 20 miles BZN LFR. *Procedure turn W side for more favorable terrain.
COLUMBUS, OHIO Port Columbus Airport 816 SBMRAZ - DTV - CMH Procedure No 1 Effective date 8/6/54	Hilliard FM (final) Radar terminal area transition altitudes	094 10 0 All sectors within 25 mi 2500 35 mi 3000 40 mi 4000	1900	S side W crs 274 - outbnd 094 - inbnd 2400'-within 10 mi (NA beyond 10 mi)	1900	087 2.2	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 5 800-2	Within 2 miles climb to 2400' on E crs of Columbus LFR within 10 mi.
EPHRATA, WASH. Ephrata Airport 1258 BMRLZ - DTV - EPH Procedure No. 1 Effective date: 8/16/54	Ephrata VOR	182 11.0	3000	*W side S crs 156 - outbnd 336 - inbnd 3000'-within 10 mi (NA beyond 10 mi)	2200	336 3.9	#T-dn C-d C-n S-dn 34 A-d A-n	300-1 800-2 1000-2 500-1.5 1000-3 1200-3	300-1 800-2 1000-2 500-1.5 1000-3 1200-3	Within 3 9 miles turn right climb to 4000' on E crs EPH. LFR within 25 mi. *Procedure turn W side to avoid Larson AFB. #600-2 take-off minimum Runway 25. Caution 2050' MSL rdo twrs and 2200' terrain 2 mi and 4 mi W of airport. Danger Area 12 miles S EPH/LFR.
FORT MYERS, FLA. Page Field 17 SBRAZ - FMY Procedure No. 1 Effective date: 8/16/54	Ft. Myers VOR	122 9.3	1200	S side SW crs 223 - outbnd 043 - inbnd 1200'- within 15 mi	700	038 3.7	T-dn C-dn S-d S-n 4 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 500-1.5 500-1 500-1.5 800-2	Within 3 7 miles climb to 1500' on NE crs within 20 mi. Caution 20 mi limitation due traffic on Airway R-101.
FORT BRAGG, N.C. Pope AFB SBMRAZ FTB Procedure No. 1 Dated: 10/15/51	PROCEDURE CANCELLED effective date: 8/16/54									
GAGE, OKLAHOMA Municipal Airport 2223 SBRAZ - DTV - GAG Procedure No. 1 Effective date: 8/16/54	Gage VOR	092 8.0	3600	N side of crs 044 - outbnd 224 - inbnd 3400'-within 15 mi	2900	226 2.0	T-dn C-dn A-dn	300-1 500-1 800-2	NA NA NA	Within 2 0 miles climb to 3800' on SW crs within 25 miles.
GILA BEND, ARIZ. A F. Aux 858 SBRAZ - DTV - GBN Procedure No. 1 Effective date: 8/6/54	Gila Bend VOR	144 1.0	3000	S side W crs* 247 - outbnd 067 - inbnd 3000'- within 15 mi 4000'- within 25 mi	1600	166 4.0	T-d T-n C-d C-n A-d A-n	300-1 NA 700-1.5 NA 800-2 NA	300-1 NA 700-2 NA 800-2 NA	Within 0 0 mi... climb to 5000' on E crs within 25 mi of LFR. *Maneuvering area on S side W crs limited to 7 mi width by Danger Area.
GRAND MARAIS, MICH. Grand Marais Airport 838 BRL - DTV - GMI Procedure No. 1 Effective date: 8/5/54				S side W crs 291 - outbnd 111 - inbnd 2400'- within 25 mi	1700	111 3.4	T-dn C-dn S-dn 13 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.4 miles...climb to 2500' on E crs GMI-LFR. ADF procedure not authorized.
HOUGHTON, MICH. Houghton Co. Memorial Airport 1091 BRL - DTV - CMX Procedure No. 1 Effective date: 8/1/54				W side N crs 018 - outbnd 198 - inbnd 2500'- within 25 mi	3000	200 3.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 3.5 miles...climb to 3900' on S crs CMX-LFR. ADF procedure not authorized.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LAFAYETTE, IND. Purdue University Airport Procedure No. 1 Dated: 4/20/54	PROCEDURE CANCELLED effective date: 7/30/54									
LONG BEACH, CALIF. Municipal Airport 56 SBMRLZ - DTV - LGB Procedure No. 1 Effective date: 8/6/54	La Habra FM Huntington Beach FM(final) Long Beach VOR	208 15.0 298 11.0 251 2.8	1500 1000 1500	W side SE crs 118 - outbnd 298 - inbnd 1500'- within 15 mi (NA beyond 15 mi)	1000	298 3.9	T-dn C-dn S-dn 30 A-dn	300-1 500-1 500-1 800-2	300-1 600-2 500-1 800-2	Within 3.9 mi...climb to 800' on NW crs then turn left to 250° heading, continuing climb to intersect S crs. LAX LFR and proceed to San Pedro int at minimum alt of 2000'. Caution: Hill with oil derricks 510' MSL, 1.0 miles of arpt. Note: Deviation from standard criteria authorized in circling minimums.
LOS ANGELES, CALIF. International Airport 125 SBRAZ - DTXV - LAX Procedure No. 1 Effective date: 8/9/54	Hollywood Hills FM Downey FM/Rbn Los Angeles LOM (final) Int. S crs LAX and SW crs LGB	143 13.0 254 11.0 254 2.0 328 20.0	3000 1500 1000 3000	*S side E crs 078 - outbnd 258 - inbnd 2000' - within 10 mi and in no case farther E than the Downey Rbn	1000 # 	245 3.9	T-dn C-dn S-dn 25L/R A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 3.9 miles, climb to 2000' on W crs within 25 miles. *Procedure turn S for more favorable terrain. #1500' must be maintained until past LAX LOM inbnd.
MEDFORD, OREGON Medford Airport 1330 SBRAZ - VDT - MFR Procedure No. 1 Effective date: 8/5/54	Evans Creek FM (final) Medford VOR Int W leg Klamath LFR Int. N crs Medford LFR and brng 242° to Medford VOR (final)	152 14.0 137 5.0 338 18.0 152 5.0	3000 6000 8000 3000	*E side N crs 332 - outbnd 152 - inbnd 6000'- within 25 mi	3000	158 2.4	T-dn #C-dn A-dn	300-1 1000-2 1000-2	300-1 1000-2 1000-2	Within 2.4 miles, turn right, climb to 6000' on 332° crs MFR LFR within 25 miles. *Procedure turn E side for more favorable terrain. #Note landing minimums authorized 500-2 all aircraft, day only, provided top of stratus overcast in Medford Valley is not in excess of 2500' MSL aircraft must be on top until after passing MFR LFR inbnd. Minimum altitude over station on final 2600'.
MOBILE, ALA. Bates Field Procedure No. 1 Dated: 8/1/52	PROCEDURE CANCELLED effective date: 6/8/54									
MOBILE, ALA. Brookley Fjeld Procedure No. 1 Dated: 8/1/52	PROCEDURE CANCELLED effective date: 6/8/54									
NEEDLES, CALIF. Municipal Airport 990 BMRLZ - DTV - EED Procedure No. 1 Effective date: 8/6/54	Needles VOR	273 7.5	4500	W side N crs 348 - outbnd 168 - inbnd 4000'- within 10 mi 5000'- within 25 mi	2000	196 1.9	T-d T-n C-d C-n A-d A-n	1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	Within 0.0 miles.. turn left and climb to 7000' on N crs within 25 mi of LFR. Shuttle: To 5000' on S crs within 25 mi. Note: ADF procedure not authorized.
OGDEN, UTAH Municipal Airport 4455 SBRAZ - DTV - OGD Procedure No. 1 Effective date: 7/30/54	Corrine FM/HW Layton FM (Final) Ogden VOR	152 23.0 332 10.0 061 1.5	10,000 5200 11,000	W side S crs 152 - outbnd 332 - inbnd 7500'- within 15 mi 10,000'-within 25 mi.	5400	108 3.4	T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 miles, climb to 9000' on W crs OGD LFR. Shuttle: To 10,000' on N crs within 20 mi. All turns W of crs.
Procedure No. 2 Effective date: 7/30/54	Corrine FM/HW (final) Ogden VOR	152 23.0 061 1.5	5450 11,000	W side N crs 11,000 approach must start from Corrine FM/HW at 11,000'	5400	108 3.4	T-dn C-d C-n A-d A-n	400-1 1000-2 1000-3 1000-2 1000-3	400-1 1000-2 1000-3 1000-2 1000-3	Within 0.0 miles, climb to 9000' on W crs OGD LFR.
PHOENIX, ARIZ. Sky Harbor Airport 1124 SBMRAZ - DTV - PHX Procedure No. 1 Effective date: 8/16/54	Perryville FM Phoenix VOR	081 29.0 261 5.0	2600 2600	S side E crs 081 - outbnd 261 - inbnd 2600'- within 15 mi 4100'-within 25 mi	2100	261 3.8	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1.5 600-1.5 800-2	Within 1.8 mi...climb to 5000' on W crs within 25 miles of LFR. Shuttle: To 5000' on W or S crs within 25 mi. Caution: Hills 2000' high 5 mi S of arpt.
PRESCOTT, ARIZ. Municipal Airport 5042 SBRAZ - VDT - PRC Procedure No. 1 Effective date: 8/16/54	Prescott VOR	010 2.0	7000	E side NW crs 322 - outbnd 142 - inbnd 7000'- within 10 mi 8000'- within 25 mi	6500	142 5.3	T-dn C-dn A-dn	800-2 1000-2 1000-2	1000-2 1500-2 1500-2	Within 2.0 mi....turn left, climb to 8000' on NW crs within 25 mi of LFR.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

AMARILLO, TEXAS Amarillo Air Terminal Procedure No. 1 Dated: 4/27/51	PROCEDURE CANCELLED Superseded by combination ADF-ILS effective date: 8/16/54									
AMARILLO, TEXAS Amarillo Air Terminal 3604 Saint Francis MHW - SFW Procedure No. 2 Effective date: 8/8/54	Amarillo VOR Amarillo LFR Int of E crs of AMA LFR & NW crs of Clarendon LFR Int SW crs ILS & S crs of Amarillo LFR	029 1.5 040 6.0 280 13.0 029 11.0	4600 4700 4700 5000	N side of crs 029 - outbnd 209 - inbnd 4800'- withi 15 mi (NA beyond 15 mi)	4300	209 5.9	T-dn C-dn S-dn 21 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.9 miles climb to 5000' on crs of 209° within 25 miles, or when directed by ATC climb to 5000' on SW crs. LFR (179°) within 25 miles.
CHICAGO, ILL. Midway Airport Procedure No. 2 Dated: 9/8/52	Superseded by a combination ADF-ILS Procedure No. 1 effective date: 7/30/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DALHART, TEXAS Municipal Airport 3569 MH - DHT Procedure No. 1 Effective date: 8/2/54	Dalhart BVOR	174 4.5	5200	E side of crs 120 - outbnd 300 - inbnd 5200' - within 25 mi	4700	Fac on airport	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 0.0 miles climb to 5300' on crs 311° within 25 miles.
DANVILLE, VA. Danville Airport 582 BMH- TV - DAN Procedure No. 1 Effective date: 8/8/54	Int NE crs Greensboro LFR & 327° brng to Danville MH	327 8.0	1600	N side of crs 061 - outbnd 241 - inbnd 1600' - within 10 mi	1100	Fac on airport	T-dn C-dn A-dn	300-1 500-1 600-2	300-1 500-1.5 800-2	Within 0 0 miles ... make a left turn, climbing to 2000' on a heading of 120° and return to Danville BMH.
	South Boston Int.	257 24.0	1600							
	Int NE crs Greensboro LFR & 012° brng to Danville MH	012 11.0	1600							
	Danville VOR	254 19.0	1600							
DEMING, N. MEX. Municipal Airport Procedure No. 1 Dated: 3/28/52	PROCEDURE CANCELLED effective date: 8/17/54									
FLINT, MICH. Bishop Airport Procedure No. 1 Dated: 7/1/54	PROCEDURE CANCELLED effective date: 7/6/54									
LAFAYETTE, IND. Purdue University Airport 605 MHW - LAF Procedure No. 1 Effective date: 7/30/54	Lafayette VOR	278 5.0	2100	S side of crs 230 - outbnd 050 - inbnd 1800' - within 15 mi	1300	046 2.4	T-dn C-dn A-dn	300-1 700-1.5 800-2	300-1 700-1.5 800-2	Within 2.4 miles, climb to 2000' on track of 050° outbnd within 25 mi. Return to facility at 2100' on inbnd track of 230°. Use non-standard holding pattern and hold W of MHW facility. Caution: Unlighted stack 881' MSL located approximately 1.5 miles NE of airport.
	Int of NW crs IND LFR & brng of 270° to LAF MHW	270 7.0	2100							
MONTAGUE, CALIF. Siskiyou County Arpt. 2647 BH - DTV - SIY Procedure No. 1 Effective date: 8/16/54	Fort Jones LFR	035 24.0	9000	E side crs* 160 - outbnd 340 - inbnd 6500' - within 10 mi (NA beyond 10 mi)	5100	350 3.1	T-d T-n C-d C-n A-dn	1500-2 1500-3 2500-2 2500-3 2500-3	1500-2 1500-3 2500-2 2500-3 2500-3	Within 0 0 miles..turn left, climb to 9000' on crs 160 outbnd, 340 inbnd, within 10 mi of SIY BH. *In no case will procedure turn be accomplished S of the E crs of Ft. Jones LFR. Procedure not authorized during severe storm conditions.
	Fort Jones VOR	021 26.0	9000							

CAUTION: No Control Area. Pilots using this facility shall, as soon as practicable, advise Montague radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of Navigational facilities in the area. In instances where other aircraft have previously contacted Montague Radio' hold between facility and a point two minutes out on final approach crs at least 1,000' above procedure turn altitude and 1,000' above previously reported traffic until advised that aircraft making approach has landed. Keep Montague radio advised at all times of changes in altitude and position in order that other aircraft may also receive this information.

MONTEREY, CALIF. Monterey Peninsula Airport 220 Monterey "H" MRY (Navy: MHZ) Procedure No. 1 Effective date: 7/30/54	Salinas VOR	222 14.0	3000	*N side of crs 310 - outbnd 130 - inbnd 1500' - within 25 mi	900	95 1.3				0.0 miles, turn left, climb to 2000' on track of 310° within 25 miles of MRY "H" *Procedure turn right for more favorable terrain and to avoid residential area.
	Saratoga VOR Int.	139 46.0	5000							
NEW BERN, NC. Simmons-Nott Airport 18 BMH - EWN Procedure No. 1 Effective date: 8/13/54				S side of crs 226 - outbnd 046 - inbnd 1200' - within 15 mi	500	On arpt	T-dn C-dn A-dn	300-1 600-1.5 1000-2	300-1 600-1.5 1000-2	Within 00 miles turn left climb to 1200' on crs of 15° within 25 mi.
ONTARIO, CALIF. International Airport 952 LOM - ONT Procedure No. 1 Effective date: 8/6/54	Riverside LFR	288 16.0	3200*	S side crs 075 - outbnd 255 - inbnd 4000' - within 10 mi (NA beyond 10 mi)	2700	255 4.5	T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2	Within 4.5 mi..climb to on top not below 4000' on outbnd track of 255° and hold in non standard 2 min pattern E of int of W crs ONT ILS and NE crs LGB LFR. All turns S of crs. *Must be on top with tops not above 5000' MSL. #Straight in approach authorized but must be started from on top with tops not above 5000'.
	Downey FM/Rbn	064 34.0	3200*							
	Fontana FM	211 10.0	5000*							
	Ontario VOR	011 10.0	3200#							
	Int N crs RIV LFR and 255° bearing to LOM	255 10.0	2700#							
PHILADELPHIA, PA. International Airport Procedure No. 1 Dated: 11/15/51	Procedure superseded by combination ADF-ILS procedure No. 1 effective date: 8/6/54									
TUCSON, ARIZ. Municipal Airport 2630 "H" - TUS Procedure No. 1 Effective date: 7/1/54	Tucson VOR	288 2.5	7200	S side of crs 207 - outbnd 027 - inbnd 7200' - within 20 mi 10,000' within 25 mi	3600	253 7.0	T-dn C-dn A-dn	500-2 1000-3 1000-3	500-2 1000-3 1000-3	Within 0.0 miles climb to 7000' on NW crs within 25 miles of facility.
WILMINGTON, N. C. New Hanover Co. Arpt. Procedure No. 1 Dated: 11/3/53	PROCEDURE CANCELLED Superseded by combination ADF-ILS procedure, effective date: Commissioning of facility.									
WINSTON-SALEM, N.C. Smith Reynolds Airport Procedure No. 1 Dated: 2/3/53	PROCEDURE CANCELLED Superseded by combination ADF-ILS procedure effective date: 8/13/54									
PARIS, TEXAS Cox Airport Procedure No. 1 Dated: 12/29/53	PROCEDURE CANCELLED effective date: 8/16/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
ALLENTOWN, PA. Allentown-Bethlehem-Easton Airport 392 ILS - ABL LOM - AB Procedure No.1 Comb: ILS - ADF Effective date: 8/15/54	Allentown LFR	LOM	227 10.0	2300	*North side SW crs 241 - outbnd 061 - inbnd 2300' - within 10 mi of LOM	ILS 2300 ADF 1800 over LOM	2330 7.1	600 0.7	T-dn C-dn ILS ADF S-dn 6 ILS ADF A-dn	300-1 500-1 700-1 400-0.75 700-1 800-2	300-1 500-1.5 700-1 400-0.75 700-1 800-2	Within 7.1 mi after passing LOM (ADF)...climb to 3000' on NE crs of ILS within 20 mi of LOM. *Procedure turn conducted North for better signal coverage.
	Allentown VOR	LOM	215 11.0	2300								
	Slatington Int or FM	LOM	151 11.0	2300								
	Int N crs Philadelphia LFR & NW crs N Philadelphia LFR	LOM	321 8.0	2300								
	Int SE crs Allentown LFR & ILS NE crs or brng 241° to LOM	LOM	241 11.0	2300								
	Bath Int.	LOM	241 12.0	2300								
Procedure No. 2 Effective date: 8/15/54 Premised on use of back crs ILS & Bath Int. (Int NE crs ILS & 301° crs to Allentown VOR or 276° brng to Allentown LFR) ADF apch not authorized.	Allentown LFR	NE crs ILS	118 3.0	2300	E side NE crs 061 - outbnd 241 - inbnd 2300' - within 10 mi of Bath Int. NA beyond 10 mi	No glide slope or markers 1200 over Bath Int.		4.1 from Bath Int.	T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.1 miles after passing Bath Int...climb to 2500' on SW crs ILS within 25 miles of Bath Int. Procedure turn conducted E for more favorable terrain.
	Allentown VOR	Bath Int.	121 5.0	2300								
AMARILLO, TEXAS Air Terminal 3604 ILS - AMA LOM - AM Comb: ILS - ADF Procedure No. 1 Effective date: 8/16/54	Amarillo VOR	OM	209 10.0	5000	S side of SW crs 209 - outbnd 029 - inbnd 5000' - within 10 mi	ILS 5000 ADF 4500 over LOM	4920 4.7	3832 0.7	T-dn C-dn S-dn 3 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 4800' on NE crs of ILS or 029° bearing of VOR or Saint Francis MHW or 4.7 mi after passing LOM (ADF) climb to 4800' on crs of 029° within 25 miles. When directed by ATC climb to 4700' on E crs of Amarillo LFR within 25 miles.
	Amarillo LFR	LOM	185 4.0	5000								
	Saint Francis MHW	LOM	209 12.0	5000								
	Int. E crs of AMA LFR and 160° bearing from St. Francis MHW	SW crs ILS	257 5.0	4800								
	Int. W crs of AMA LFR & 290° bearing from LOM	LOM	110 7.0	5000								
ARCATA, CALIF Arcata Airport 217 ILS - ACV Procedure No. 1 Effective date: 8/16/54	FOT	Iclzr crs 8.4 mi SE of LOM	036 16.0	3500	*S side SE crs 132 - outbnd 312 - inbnd 3000' - (within 5 mi SE of LOM) NA beyond 5 mi SE of LOM	0 3000 or 3500	1570 4.67	460 0.66	T-dn C-dn S-dn 31 A-dn	300-1 500-1.5 400-0.75 1000-2	300-1 500-2 400-0.75 1000-2	Climb to 3000' on crs of 295° within 10 mi (Trinidad Int.) *Procedure turn S side for more favorable terrain. #Upon completion of procedure turn (or if apchg from FOT VOR upon intersecting Iclzr crs) and interception of glide path inbound, descent from 3000' (or 3500' from FOT) is authorized to cross outer marker at 1570'. Note: (1) Procedure not authorized with glide slope inoperative. (2) Either the outer marker (visual) or the LOM must be operative.
	Trinidad Int (Int. of 341° rad from FOT VOR and 115° brng to ACV LMM or 121° brng to ACV LOM)	LMM or LOM	115 10.0 121 14.0	3000								
	ACV VOR	LOM	098 4.0	3000								
CASPER, WYO. Natrona Co. Arpt. 5348 Procedure No. 1 Effective date: 8/6/54	CPR LFR	LOM	255 14.0	7000	*N side W crs 254 - outbnd 074 - inbnd 7000' - within 5 mi of LOM	7000	6680 4.5	5620 0.6	T-dn C-dn S-dn 7 A-dn	300-1 500-2 400-1 800-2	300-1 500-2 400-1 800-2	Climb to 7500' on E crs ILS within 25 miles. *Procedure turn N for more favorable terrain. Note: Approach lights not available.
	CPR VOR	LOM	214 20.0	7500								
Procedure No. 2 Effective date: 8/6/54	CPR LFR	E crs	074 0.0	7000	N side E crs 074 - outbnd 254 - inbnd 7000' - within 25 mi	No glide slope	over CPR LFR on final 6500 7.6		T-dn C-dn S-dn 25 A-dn	300-1 500-2 500-1.5 800-2	300-1 500-2 500-2 800-2	
	CPR VOR	E crs	153 13.0	7000								
	Parktown FM	E crs	266 3.4	6500								
COLUMBUS, OHIO Port Columbus Arpt. 816 ILS - CMH LOM - CM Procedure No. 9 Effective date: 8/6/54	Columbus LFR	LOM	093 9.0	2500	N side E crs 096 - outbnd 276 - inbnd 2500' - within 10 mi (NA beyond 10 mi)	ILS 2500 ADF 2000 over LOM	2595 6.2	1093 0.7	T-dn C-dn S-dn 27 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	6.2 miles after passing LOM (ADF) Climb to 2400' on W crs ILS or crs 276° from LOM within 15 miles.
	Newark FM (final)	E crs ILS	255 12.0	2500 (ILS) 2000 (ADF)								
	Int. E crs ILS or 276° brng to LOM & 300° crs to Columbus VOR (final)	LOM	276 7.0	2500 (ILS) 2000 (ADF)								
	Columbus VOR	LOM	157 4.5	2500								
Procedure No. 2 (Back crs ILS and Bexley MHW BXL Effective date: 8/6/54	Columbus LFR	Bexley MHW	287 3.0	2400	S side W crs 276 - outbnd 096 - inbnd 2400' - within 10 mi of Bexley MHW	No glide slope 1900 over Bexley MHW		3.8 from Bexley MHW	T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1.5 400-1 500-1 800-2	3.8 miles after passing Bexley MHW...climb to 2400' on E crs ILS or crs 096° from Bexley MHW within 15 miles.
	Columbus VOR	"	253 10.0	2400								
	Hilliard FM (Final)	"	089 7.0	1900								
	The following terminal area radar transition altitudes apply to the above procedures; within 25 miles 2500', 35 miles 3000', 40 miles 4000'. All fixes may be determined and supplemented by surveillance radar.											
LUBBOCK, TEXAS Municipal Airport 3256 ILS - LBB LOM - LB Comb: ILS-ADF Procedure No. 2 Effective date: 8/2/54	Lubbock VOR	OM	052 5.0	4400	E side N crs 348 - outbnd 168 - inbnd 4500' - within 20 mi 4600' - within 25 mi	ILS 4500 ADF over LOM 4000	4500 4.6	3490 0.6	T-dn C-dn S-dn 17 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 5100' on S crs of ILS or 4.6 mi after passing LOM (ADF) climb to 5100' on crs of 168° or when directed by ATC turn left climb to 4500' on E crs. of LBB LFR or climb to 4500' on 110° crs from LBB VOR within 25 miles. Procedure turn non-standard due ATC. Note: No approach lights.
	Lubbock LFR	LOM	051 13.0	4400								
	Roundup FM	LOM	088 11.0	4500								
	Int. 018 crs from LBB VOR and N crs ILS	OM	168 6.0	4500								
	Int. E crs LBB LFR and N crs ILS	LOM	348 6.0	4500								
	Int. 114° crs from LBB VOR & N crs ILS	OM	348 6.0	4500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: I SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
SYRACUSE, N.Y. Hancock Airport 419 ILS - SYR LOM - SY Procedure No. 1 Comb: ILS-ADF Effective date: 8/6/54	Syracuse LFR	LOM	099 13.0	1900	N side E crs 098 - outbnd 278 - inbnd 1600'- within 10 mi	ILS 1600 ADF 1100 over LOM	1535 4.4	635 0.7	T-dn# C-dn S-dn 28 ILS ADF A-dn	300-1 700-1 400-0.75 700-1 800-2	300-1 700-1.5 400-0.75 700-1 800-2	Within 4.4 miles after passing LOM (ADF)...climb to 2000' on W crs ILS or crs of 278° from LOM within 25 miles. #600-1 required for take-off to SE. Caution: 833' rdo mast 1.3 mi SE of airport.
	Syracuse VOR	LOM	121 10.0	1900								
	Int E crs Syracuse LFR and SW crs Utica LFR (final)	E crs ILS	310 13.0	2500								
	Int. E crs Syracuse LFR and brng 335° to LOM	LOM	335 3.5	1900								
	Int. S crs Syracuse LFR and brng 045° to LOM	LOM	045 20.0	3000								
WILMINGTON, N.C. New Hanover Co. Arpt 31 ILS - IMN LOM-IM Procedure No. 1 Comb: ILS- ADF Effective date: Commissioning of facility.	Wilmington Rbn	LOM	162 6.0	1300	E side of S crs 163 - outbnd 343 - inbnd 1400'- within 10 mi	ILS 1400 ADF over LOM 800	1385 5.4	230 0.7	T-dn C-dn S-dn 34 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1300' on N crs of ILS or 5.4 mi after passing LOM (ADF) climb to 1300' on crs of 343° within 25 miles. No approach lights.
WINSTON-SALEM, N.C. Smith Reynolds Arpt. 969 ILS - INT LOM - IN Comb: ILS- ADF Procedure No. 1 Effective date: 8/13/54	Winston-Salem LFR	LOM	328 0.6	2200	W side SE crs 148 - outbnd 328 - inbnd 2200'-within 10 mi (NA beyond 10 mi)	ILS 2100 ADF 1700 over LOM	2050 4.5	1160 0.6	T-dn C-dn S-dn 33 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	4.6 miles after passing LOM (ADF) Climb to 3500' on NE crs Int. LFR or 299° crs. Greensboro VOR within 25 mi. When directed by ATC turn right immediately climb to 2200' on SE crs ILS or 148° crs LOM within 10 mi. Caution: Immediate right turn necessary to avoid Greensboro traffic. When Winston-Salem twr not operating, contact Greensboro approach control for weather and traffic.
	Wallburg Int.	LOM	328 5.0	2200								
	Greensboro VOR	OM	282 11.0	2300								
	Thomas Int.	LOM	328 11.0	2200								
	Greensboro LFR	LOM	263 15.0	2300								
YOUNGSTOWN, OHIO Youngstown Airport 1156 ILS - YNG LOM - YN Comb: ILS-ADF Effective date: 8/8/54	Int 56° crs to Youngstown VOR & 100° brng to LOM	LOM	100 14.0	2600	N side SE crs 140 - outbnd 320 - inbnd 2600'-within 10 mi	ILS 2600 ADF 2100 over LOM	2630 5.4	1385 0.7	T-dn C-dn S-dn 32 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 5.4 mi after passing LOM (ADF).. climb to 2500' on NW crs ILS or on brng 320° from LOM, make right turn and proceed to Youngstown LFR.
	Int E crs Youngstown LFR or 286° crs to Youngstown VOR & brng 236° to Youngstown LOM	LOM	236 10.0	2600								
	Youngstown VOR	LOM	161 10.0	2600								
	Youngstown LFR	LOM	158 9.0	2600								
	Int S crs Youngstown LFR & brng 50° to Youngstown LOM	LOM	050 5.5	2600								
Procedure No. 2 (Back crs using Fowler Int.) Effective date: 8/8/54	Youngstown LFR	Fowler Int.	281 4.5	2200	W side NW crs 320- outbnd 140- inbnd 2200'- within 10 mi of Fowler Int. (NA beyond 10 mi)	No glide slope, No OM, No MM; minimum alt at Fowler Int inbound 2000'. Distance from Fowler Int. to Runway 14, 4.7 miles			T-dn C-dn S-dn 14 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.7 mi of Fowler Int...climb to 2500' on SE crs ILS within 10 mi. ADF approach not authorized.
	Parkman Int.	"	101 19.0	2500								
	Int NW crs Youngstown ILS & S crs Youngstown LFR	"	320 6.0	2200								
					PROCEDURES OUT OF ALPHABETICAL ORDER							
DENVER, COLO. Stapleton Field 5331 ILS - DEN LOM - DE Comb: ILS- ADF Procedure No. 1 Effective date: 8-16-54	DEN LFR	LOM	099 9.0	7000	N side E crs 076 - outbnd 256 - inbnd 7000'-within 5 mi	ILS 7000 ADF 7000	6997 6.3	5571 0.7	T-dn C-dn ILS ADF S-dn 26L ILS ADF A-dn ILS ADF	300-1 500-1 900-1 400-0.75 900-1 800-2 900-2	300-1 500-1.5 900-1.5 400-0.75 900-1 800-2 900-2	Within 6.3 miles after passing LOM (ADF) turn right, climb to 6300' on N crs DEN LFR within 20 miles. Alternate missed approach: When directed by ATC, turn right, climb to 6600' on E crs DEN LFR. CAUTION: 5918' MSL rdo twr 4.7 miles ESE of airport. 5579' MSL tank 0.9 miles SE MM.
	DEN VOR	LOM	161 7.0	7000								
	Aurora "H"	LOM	049 9.0	7000								
	Dupont Int.	LOM	122 11.0	7000								
	Int. 242° mag crs to DEN VOR & 215° mag brng to LOM (see Bee Int).	LOM	215 16.0	7000								
	Int. E crs ILS and S crs DEN LFR	LOM	076 7.0	7000								
	Bennett Int. (Int. 228° mag crs from AKO VOR & 087° mag crs from DEN VOR)	LOM	272 31.0	7000								
MEDFORD, OREGON Medford Airport 1330 ILS - MFR Procedure No. 1 Effective date: 8/16/54	Medford LFR	LOM	309 3.0	6000	*E side N crs 320 - outbnd 140 - inbnd 6000'-within 10 mi of Evans Creek FM	6000	2959 5.4	1541 0.7	T-dn C-dn S-dn 14 A-dn	300-1 1000-2 500-1 1000-2	300-1 1000-2 500-1 1000-2	Turn right climb to 6000' on N crs ILS lctzr within 5 mi of MFR-ILS. *Procedure turn on E side for more favorable terrain.
	Medford VOR	LOM	160 1.0	6000								
SALT LAKE CITY, Utah Salt Lake City #1 Airport 4222 ILS - SLC Procedure No. 1 Effective date: 8/16/54	Salt Lake City LFR	N crs ILS	163 0.0	6000	E or W side S crs 163 - outbnd 343 - inbnd 80° reversal recommended for procedure turn	6000	5560 4.6	4440 0.6	T-dn C-dn S-dn# 34 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to cross SLC LFR not above 6500', then climb to 8000' on W crs SLC LFR to Stansbury Int., then to 9000' on track of 335 to Promontory point. Alternate missed approach when directed by ATC. Cross SLC LFR or VOR not above 6500, then climb to 11,000' on W crs SLC LFR or on 248 outbnd track from SLC VOR. *500-2 required for take-off rnwy 7. #500-1 required when glide path and/or approach lights inoperative.
	Salt Lake City VOR	N crs ILS	143 2.7	6000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ & IDENT. / LMM: FREQ AND IDENT. / LOM: FREQ AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
MACON, GA. Macon (Cochran) Arpt. 354 ILS - MCN LOM - MC Procedure No. 1 Comb: ILS-ADF Effective date: 8/13/54	Macon VOR	OM	230 5.0	1600	S side of SW crs 226 - outbnd 046 - inbnd 1600'-within 10 mi	1600 ADF 1208 over LOM	1490 4.4	530 0.6	T-dn S-dn 5 ILS ADF C-dn A-dn	300-1 400-0.75 600-1 600-1 800-2	300-1 400-0.75 600-1 600-1.5 800-2	Climb to 1800' on NE crs. of ILS or 4.4 mi after passing LOM (ADF) climb to 1800' on crs of 046° within 25 miles. Caution: 655' twr 9.5 mi SE of final apch crs. No apch lights.
	Macon LFR	LOM	192 7.0	1600								
	Robins MHW	LOM	271 6.0	1600								
	Int. SW crs Macon LFR and SW crs of ILS	LOM	046 3.0	1600								
PHILADELPHIA, PA. International Airport 10 ILS - PHL LOM - PH Comb: ILS-ADF Procedure No. 1 Effective date: 8/6/54	Boothwyn FM (final)	LOM	085 7.0	1500 (ILS) 900 (ADF)	S side W crs 265 - outbnd 085 - inbnd 1500'-within 10 mi of LOM	ILS 1500 ADF 900 over LOM	1500 5.3	230 0.7	T-dn C-dn S-dn 9 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 5.3 miles after passing LOM (ADF) climb to 1800' on NE crs of Philadelphia LFR to Mt. Holly Int. Alternate missed apch procedure (when requested by ATC) Make a right climbing turn, proceed to Elmer Int. at 1500'.
	Philadelphia LFR	LOM	251 2.8	1500								

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN ALT. IS OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BOSTON, MASS. Logan Airport TVOR-15 Dated: 3/15/53	PROCEDURE CANCELLED Effective date: 8/6/54									
BOSTON, MASS. Logan Airport 19 BVOR - BOS TVOR - 4R Effective date: 8/6/54 (Using Dorchester Int)	Peabody FM	210 11.0	1500	E side of crs 237 - outbnd 057 - inbnd 1800'-within 10 mi of Dorchester Int.	1300 over Dorchester Int.	035 1.0 from Dorchester Int. 057 4.0	T-dn C-dn S-dn 4R A-dn	300-1 700-1 700-1 800-2	300-1 700-1.5 700-1 800-2	Climb to 1300' on crs of 029 from Boston VOR within 15 mi or, when requested by ATC, climb to 1500' on crs of 100° within 10 mi (Dorchester Int-Int NW crs of Squantum LFR & crs 57° to Boston VOR).
	Bedford MHW	133 17.0	1700							
	Boston LFR	206 02.0	1500							
	Squantum LFR	005 7.0	1500							
	Dedham FM (final)	057 12.0	1300							
TVOR-22L Effective date: 8/6/54	Peabody FM	210 11.0	1500	W side of crs 018 - outbnd 198 - inbnd 1700' - within 10 mi	700	215 1.0	T-dn C-dn S-dn 22L A-dn	300-1 700-1 700-1 800-2	300-1 700-1.5 700-1 800-2	Climb to 1800' on crs 218° from Boston VOR within 15 mi or when requested by ATC, climb to 1500' on crs of 100° within 10 mi.
	Bedford MHW	132 17.0	1700							
	Boston LFR	206 02.0	1500							
	Squantum LFR	005 7.0	1500							
TVOR - 27 Effective date: 8/6/54	Peabody FM	210 11.0	1500	N side of crs 086 - outbnd 266 - inbnd 1300'-within 10 mi	600	272 0.6	T-dn C-dn S-dn 27 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	Make a left climbing turn, climb to 1800' on 215° crs from Boston VOR within 15 mi, or when requested by ATC, climb to 1300' on crs of 029° within 15 miles.
	Bedford MHW	132 17.0	1700							
	Boston LFR	206 02.0	1500							
	Squantum LFR	005 7.0	1500							
TVOR - 33 Effective date: 8/6/54 (using Hull Int.)	Peabody FM	201 11.0	1500	E side of crs 159 - outbnd 339 - inbnd 1500'-within 10 mi of Hull Int.	1000 over Hull Int.	330 0.4 from Hull Int. 339 6.6	T-dn C-dn S-dn 33 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Make a climbing left turn, climb to 1800' on 215° crs from Boston VOR within 15 mi or, when requested by ATC, climb to 1300' on crs 029° within 15 mi. (Hull Int-Int NE crs Squantum LFR & crs 339° to Boston VOR)
	Bedford MHW	132 17.0	1700							
	Boston LFR	206 02.0	1500							
	Squantum LFR	005 7.0	1500							
	Int SE crs Squantum LFR & crs 339° to Boston VOR(final)	339 18.0 (To Hull Int)	1000							
	Note: Radar terminal area transition altitude: 1800' within 25 miles. All fixes may be determined by Surveillance radar. Caution: Circling minimums for TVOR-27 and 33 do not provide standard clearance over 370' stack S of Airport.									
LAS VEGAS, NEVADA McCarran Field 2171 BVOR - LAS Procedure No. 1 Effective date: 8/6/54	Goodsprings SW	025 22.0	7500	E side crs 012 - outbnd 192 - inbnd 5100'-within 15 mi (NA beyond 15 mi)	3200*	at arpt	T-dn C-dn* A-dn*	800-2 1000-1 1000-2	800-2 1000-1.5 1000-2	Within 0.0 mi...turn left (east) climb to 7000' on crs of 070 within 25 mi of VOR. *Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined inbnd on final approach. #or within 5 mi of LAS LFR or Z marker. Caution: 4100' terrain at 11.0 mi on 036° crs from VOR.
	Int 210° brng to LAS VOR & SE crs LAS LFR	210 10.0	5100							
	LAS LFR	192 10.0	5100							
	LAS LFR (final)	192 10.0	*3200							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

VHF OMNIRANGE (TVOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN. ◊ SIDE OF FINAL APCH. CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. IS OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
NEW YORK, N.Y. International Airport 12 VOR - IDL TVOR - 1R Effective date: 8/15/54	Idlewild LFR	043 3.0	1500	E side of crs 184 - outbnd 004 - inbnd 1300' - within 10 mi	700	010 1.2	T-dn C-dn S-dn 1R A-dn	300-1 700-1 700-1 800-2	300-1 700-1.5 700-1 800-2	Make a right climbing turn to 130° intersecting the SW crs Mitchel LFR, continue climb to 1500' (or higher altitude when requested by ATC) outbnd on SW crs Mitchel LFR.
	La Guardia LFR	176 13.0	1500							
	New Rochelle MHW	190 18.0	1500							
	Mitchel LFR	260 14.0	1500							
	Glen Cove MHW	221 17.0	1500							
	Paterson MHW	150 30.0	2500							
TVOR - 4 Effective date: 8/15/54	(See Procedure 1R)			E side of crs 239 - outbnd 059 - inbnd 1300' - within 10 mi	600	040 0.7	T-dn C-dn S-dn 4 A-dn	300-1 600-1 600-1 800-2	300-1 600-1.5 600-1 800-2	(Same as Procedure 1R)
TVOR - 22 Effective date: 8/15/54 (Using Elmont FM)	(See Procedure 1R)			◊E side of crs 033 - outbnd 213 - inbnd 1500' - within 10 mi	1000 over Elmont FM	222 0.5 Elmont FM 214 4.6	T-dn C-dn S-dn 22 A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Climb to 1500' (or higher altitude when requested by ATC) on crs of 222° from VOR.
TVOR - 25L Effective date: 8/15/54 (Using Elmont FM)	(See Procedure 1R)			◊E side of crs 051 - outbnd 231 - inbnd 1500' - within 10 mi	1000 over Elmont FM	252 0.8 Elmont FM 234 4.6	T-dn C-dn S-dn 25L A-dn	300-1 600-1 500-1 800-2	300-1 600-1.5 500-1 800-2	(Same as Procedure 22)

Note: ◊Procedure turn conducted E to avoid La Guardia traffic.
Terminal area radar transition altitudes: All directions 2500' within 25 mi; E of the NE/SW crs of the La Guardia LFR, 1500' within 15 miles.

Caution: Straight-in landing minimums for runways 22 and 25L do not provide standard obstruction clearance over 290' tank 4.5 miles NE of airport. Straight-in landing minimums for Runway 4 do not provide standard obstruction clearance over 278' stack 1.7 miles SSE of airport.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
BOSTON, MASS. Logan Airport 19 Effective date: 8/6/54	1800' within 25 mi	All runways	T-dn	300-1	300-1	300-1	300-1	Climb to 1300' on the N crs of the Boston LFR within 10 mi. Alternate missed approach when requested by ATC; climb to 1500' on E crs of the Boston LFR within 10 miles. *800-1 required when circling W of the airport. ◊Caution: Standard clearance not provided over 370' stack NW of airport.
		4R	C-dn◊ S-dn A-dn	500-1* 400-0.75 800-2	600-1.5 400-0.75 800-2			
		9	C-dn S-dn A-dn			900-1 900-1 900-2	900-1.5 900-1.5 900-2	
		4L, 4R, 15	C-dn S-dn A-dn			700-1 700-1 800-2	700-1.5 700-1.5 800-2	
		22L, 22R	C-dn◊ S-dn A-dn			600-1 600-1 800-2	600-1.5 600-1 800-2	
		27, 33	C-dn◊ S-dn A-dn			500-1* 500-1 800-2	600-1.5 500-1 800-2	
COLUMBUS, OHIO Port Columbus Airport 816 Effective date: 8/15/54	All sectors within 25 mi. 2500' 35 mi. 3000' 40 mi. 4000'	all runways	T-dn			300-1	300-1	Missed approach to Runways 9, 12, 5, 18 and 36...Climb to 2400' and proceed to E crs of Columbus LFR; hold within 10 miles of facility. Missed approach to Runways 23, 27 and 30....climb to 2400' and proceed to W crs of Columbus LFR; hold within 10 miles of facility.
		all runways except 5, 36	C-dn			500-1	500-1.5	
		5 & 36	C-dn			600-1	600-1.5	
		all runways except 5, 36	S-dn			500-1	500-1	
		5 & 36	S-dn			600-1	600-1	
		all runways	A-dn			800-2	800-2	
MINNEAPOLIS, MINN. Minneapolis-St. Paul International Airport 640 Procedure No. 1 Effective date: 8/5/54	Minimum instrument altitude within 25 mile area radius 2600' MSL	All rnwys	T-dn A-dn	300-1 800-2	300-1 800-2	300-1 800-2	300-1 800-2	Climb to 2600' and proceed to Hamel FM via NW crs MSP-LFR or via back crs ILS, or when directed by ATC as follows: (1) Make left climbing turn to 2200' proceeding out SW crs MSP (2) Make left climbing turn to 2100' returning to MSP-LFR.
		29L	S-dn C-dn	400-0.75 500-1	400-0.75 500-1.5	500-1 500-1	500-1 500-1.5	
		6	S-dn C-dn			500-1 500-1	500-1 500-1.5	
		11R	S-dn C-dn			500-1 500-1	500-1 500-1.5	
		22	S-dn C-dn			600-1 600-1	600-1 600-1.5	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in [ce] MSL. Ceilings are in [ce] above airport elevation. (7-27-54)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below: _____

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: (Side of final apch crs (outbnd and inbnd) altitudes, limiting distances	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
AMARILLO, TEXAS Air Terminal 3604 BVOR - AMA Procedure No. 1 Effective date: 8/8/54	Amarillo LFR	042 7.0	4700	N side of crs 029 - outbnd 209 - inbnd 4800' - within 15 mi	4200	209 4.6	T-dn C-dn S-dn 21 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 4.6 miles climb to 5000' on crs of 209° within 25 miles.
	Saint Francis Rbn	209 1.5	4600							
BOZEMAN, MONT. Gallatin Field 4461 BVOR - BZN Procedure No. 1 Effective date: 8/16/54	Bozeman LFR	325 1.0	6000	*W side crs 140 - outbnd 320 - inbnd 8500' - within 10 mi (NA beyond 10 mi)	6000	on arpt	T-d T-n C-d C-n A-d A-n	1000-1 1000-2 1500-1 1500-2 1500-2 1500-2	1500-2 1500-2 1500-2 1500-3 1500-2 1500-3	Within 0.0 miles turn left climb to 9000' on 259° outbnd crs BZN-VOR within 20 miles. *Procedure turn W side for more favorable terrain.
COLUMBUS, OHIO Port Columbus Arpt 816 BVOR - CMH Procedure No. 1 Effective date: 8/15/54	Newark FM	276 18.0	2400	N side of crs 053 - outbnd 233 - inbnd 2400' - within 10 mi	1900	233 5.5	T-dn C-dn S-dn 23 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.5 miles climb to 2400' on crs 268° from Columbus VOR within 10 mi.
	Columbus LFR	063 8.0	2400							
	Radar terminal area transitions	All sectors 25 mi 35 mi 40 mi	 2500 3000 4000							
DAGGETT, CALIF. Daggett Airport 1927 BVOR - DAG Procedure No. 1 Effective date: 8/15/54	Daggett LFR	055 5.0	6000	N side crs 053 - outbnd 233 - inbnd 6000' - within 25 mi	4000	233 4.1	*T-dn C-dn A-dn	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	Within 4.1 mi climb to 6000' on crs of 243° within 25 mi of VOR. *500-1 authorized for take-offs on Runways 3 and 7.
DALHART, TEXAS Municipal Airport 3989 BVOR - DHT Procedure No.1 Effective date: 8/2/54	Dalhart MH	354 4.5	5200	W side of crs 352 outbnd 172 - inbnd 5200' - within 25 mi	4700	172 4.0	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	Within 4.0 miles climb to 5100' on crs of 172° within 25 miles.
DELTA, UTAH Municipal Airport 4755 BVOR - DTA Procedure No. 1 Effective date: 8/15/54	Delta LFR	120 3.0	7000	W side crs 180 outbnd 360 inbnd 7600' - within 15 mi (NA beyond 15 mi)	6000	345 5.0	T-dn C-d C-n S-d S-n 34 A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1.5 600-2 600-1 600-2 800-2	Within 5.0 mi climb to 11,000' on crs of 002 within 25 mi of VOR.
DETROIT, MICH. Willow Run Airport 716 BVOR - RML Procedure No. 1 Effective date: 7/30/54	Int W crs RML & 46° crs to RML-VOR	046 9.4	2000	N side 046 - outbnd 226 - inbnd 2000' - within 10 mi 2700' - within 15-25 mi	1400	226 5.3	T-dn C-dn S-dn 22L/R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.3 miles, climb to 2300' on crs of 231° to ILS LOM, or as directed by ATC as follows: (1) Climb to 2300' on crs of 231° to Milan Int. (2) Make right turn, climb to 2300' to Bridgewater Int. Caution: Twr 1749' MSL 16 mi NE of arpt.
	Int N crs RML LFR & 226° crs to RML VOR	226 1.2	2000							
	Int E crs RML LFR & 300°	300 9.4	2000							
	RML LFR to RML VOR	331 5.6	2000							
DOUGLAS, ARIZONA Bisbee-Douglas International Airport 4158 BVOR - DUG Procedure No. 1 Effective date: 8/15/54				N side crs 298 - outbnd 118 - inbnd 7000' - within 15 mi 9000' - within 25 mi	5200	118 4.6	T-d T-n C-d C-n A-d A-n	400-1 500-2 1000-2 1000-3 2000-2 2000-3	400-1 500-2 1000-2 1000-3 2000-2 2000-3	Within 0.0 miles... turn left (east), and climb to 10,000' on 287° outbnd within 25 mi of VOR. Shuttle: To 7000 on 298 outbnd, 118 inbnd within 15 miles.
EPHRATA, WASH. Ephrata Airport 1258 BVOR - EPH Procedure No. 1 Effective date: 8/15/54	Ephrata LFR	002 11.0	3300	N side crs 020 - outbnd 200 - inbnd 3300' - within 15 mi (NA beyond 15 mi)	2400	200 5.7	* T-dn C-d C-n S-dn 20 A-d A-n	300-1 800-2 1000-2 500-1.5 1000-3 1200-3	300-1 800-2 1000-2 500-1.5 1000-3 1200-3	Within 5.7 mi...turn left climb to 4000' on outbnd crs of 059 within 25 mi. of EPH-VOR. *600-2- take-off minimum Runway 29. Caution: 2050' MSL radio twrs and 2200' terrain 2.0 mi and 4.0 mi W of airport.
GAGE, OKLAHOMA Municipal Airport 2223 BVOR - GAG Procedure No. 1 Effective date: 8/16/54	Gage LFR	272 8.0	3600	S side of crs 288 - outbnd 108 - inbnd 3600' - within 15 mi	3100	108 6.6	T-dn C-dn A-dn	300-1 500-1 800-2	NA NA NA	Within 6.6 miles climb to 3500' on crs of 108° within 25 miles. Caution: Windmill 2580' MSL located 0.8 miles S of BVOR.
GILA BEND, ARIZ. A.F. Aux 858 BVOR - GBN Procedure No. 1 Effective date: 8/6/54	Gila Bend LFR	324 1.0	3600	S side crs 250 - outbnd 070 - inbnd 3000' - within 15 mi 4000' - within 25 mi	1600	163 4.6	T-d T-n C-d C-n A-d A-n	300-1 NA 700-1.5 NA 800-2 NA	300-1 NA 700-2 NA 800-2 NA	Within 0.0 miles...climb to 5000 on crs of 080° within 25 mi of VOR. Note: Maneuvering area on S side of crs restricted to 6 mi width by Danger Area.
MEDFORD, OREGON Medford Airport 1330 BVOR - MFR Procedure No. 1 Effective date: 8/5/54	Medford LFR	318 5.0	6000	*E side of crs 333 - outbnd 153 - inbnd 6000' - within 25 mi	4000	145 7.2	T-dn @ C-dn A-dn	300-1 1000-2 1000-2	300-1 1000-2 1000-2	Within 7.2 miles, execute climbing right turn, climb to 6000' on crs 333° within 25 miles. Procedure turn E side for more favorable terrain. *Procedure turn E due high terrain W. @Note landing minimums authorized 500-2 all aircraft day only provided top of stratus overcast in Medford Valley is not in excess of 3500' MSL. Aircraft must be on top and shall not descend below 3500' until after passing Medford VOR inbnd. Alternate minimum: 1000-2
	Evans Creek FM (final)	153 9.0	4000							

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CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (+ SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MYRTLE BEACH, S.C. Myrtle Beach Mun Airport 24 BVOR - DTV - MYR Procedure No. 1 Effective date: 8/16/54	Myrtle Beach Rbn	042 3.5	1200	N side of crs 041 - outbnd 221 - inbnd 1200' - within 15 mi	700	221 3.5	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 3.5 miles climb to 1200' on crs of 221 within 25 miles.
NEEDLES, CALIF. Municipal Airport 990 BVOR - DTV - EED Procedure No. 1 Effective date: 8/6/54	Needles LFR	093 7.5	4500	N side crs 085 - outbnd 265 - inbnd 4500' within 15 mi (NA beyond 15 mi)	3000	257 8.4	T-d T-n C-d C-n A-d A-n	1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	Within 6.0 mi...turn right climb to 7000' on crs of 322 within 25 mi of EED VOR Shuttle: To 6000' on crs of 265 outbnd, 085 inbnd, within 15 mi.
OGDEN, UTAH Municipal Airport 4455 BVOR - DTV - OGD Procedure No. 1 Effective date: 8/6/54	Huntsville FM Ogden LFR Corinne FM/HW (final)	244 20.0 241 1.5 148 23.0	11,000 11,000 5500	W side crs 328 - outbnd 148 - inbnd 7500'-within 15 mi 10,000'-within 25 mi	5400	098 4.3	T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 mi...climb to 9000' on outbnd track of 259° within 25 mi of OGD VOR. Shuttle: To 10,000' on 328° outbnd, 148° inbnd, within 20 miles. All turns W of track.
Procedure No. 2 Effective date: 8/6/54	Huntsville FM Ogden Corinne FM/HW Layton FM (final)	244 20.0 241 1.5 148 23.0 329 11.0	11,000 11,000 10,000 5400	W side crs 149 - outbnd 329 - inbnd 7500'-within 15 mi 10,000'- within 25 mi.	5400	098 4.3	T-dn C-d C-n A-d A-n	400-1 800-2 800-3 800-2 800-3	400-1 800-2 800-3 800-2 800-3	Within 0.0 mi....climb to 9000' on outbnd track of 259° within 25 mi of OGD VOR. Shuttle: To 10,000' on 328° outbnd, 148 inbnd, within 20 mi. All turns W of track.
OTTUMWA, IOWA Ottumwa Airport 845 BVOR - DTV - OTM Procedure No. 1 Effective date: 8/5/54				N side of crs 123 - outbnd 303 - inbnd 1900' - within 25 mi	1400	303 7.7	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 500-2 800-2	Within 7.7 miles...climb to 2200' on crs of 303° within 25 miles of VOR.
PRESCOTT, ARIZ. Municipal Airport 5042 BVOR - DTV - PRC Procedure No. 1 Effective date: 8/15/54	Prescott LFR	190 2.0	7000	E side crs 325 - outbnd 145 - inbnd 7000' - within 10 mi 8000' - within 25 mi	6500	120 4.7	T-dn C-dn A-dn	800-2 1000-2 1000-2	1000-2 1500-2 1500-2	Within 2.0 mi...turn left, climb to 8000' on crs of 325° outbnd within 25 mi of VOR.
PHOENIX, ARIZ. Sky Harbor Airport 1124 BVOR - DTV - PHX Procedure No. 1 Effective date: 8/15/54	Cave Creek Int. Perryville FM Phoenix LFR	145 27.0 077 33.0 081 5.0	5000 2600 2600	S side crs 077 - outbnd 257 - inbnd 2600'-within 10 mi 4100'-within 20 mi (NA beyond 20 mi)	2100	257 6.8	T-dn C-dn S-dn 26L A-dn	300-1 700-1 700-1 800-2	300-1 700-1.5 700-1 800-2	Within 6.8 mi...climb to 5000' on 257° outbnd within 25 mi of VOR. Shuttle: To 5000' on 160 outbnd, 340 inbnd, within 25 mi or to 5000' on 257° outbnd, 077 inbnd within 25 mi. Caution: Hills 2000' high 5 mi S of arpt.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (7-27-54)

SPECIAL NOTICE
Pilots are requested, when calling CAA airway communications stations or control towers, to indicate the frequency on which a reply is expected.

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See page 26

SPECIAL NOTICE
Changes in Instrument Approach Procedure Minimums. See p. 29.

AIRMAN'S GUIDE

SPECIAL NOTICE
New ADIZ Chart
See page 48

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 43

SPECIAL NOTICE
FLIGHTS INTO REMOTE AREAS OF CANADA
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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAM54

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

UNIVERSITY
AUG 27 1954

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•————	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
• = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P . . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(8-10-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower

Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.

After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300
Detroit-Willow Run Arpt., Mich. ➔	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	
New York Intnl. Arpt., (Idlewild), N. Y	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR ➔	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22,31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	118.1, 118.7, 120.3, 120.5, 126.18, 132.3, 135.9, 137.88, 255.4 (Cn req 125.1, 125.7, 125.9) (Trans only 135.0)	ARSR	Guards 122.1 (on-request 125.1, 125.7, 125.9 mc)
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, ➔ Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports. PPI not authorized.

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR	13.75	272 BU	Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi. LOM is Canoga Park MHW
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	206 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler						375 NS		400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(8-10-54)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDF SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & ▬ **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	355	0.63	356 EI	5.42	356 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45		BC-unusable
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.1	61	0.66		7.15	224 AB	

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable . LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.9;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 232 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
Ft. Jones INSACS-Montague	SBRAZ-DV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DV	FOT	114.1;V;121.5,126.7, 122.2	(3),#	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		Test basis
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS -Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	407		
"McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh *	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Nicholas Is. (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW	COS	239		
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DV	LAA	116.9;V;121.5,126.7, 122.2	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0600-2200)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DV	ILT	113.6;V;122.2,126.7	(3)	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#, (125.1, 125.7, 125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2	(3)	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8.	(2),#	
"	Center		120.3,301.4	#	
" MCAS	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V; 121.5, 122.2, 126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3, 121.5 , 126.5, 136.8, 137.88, 142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
"	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	DME (test)
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		(test basis)
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
(1)Bradford	BVOR-DTV	BDF	114.7;V;121.5,126.7,122.2	(3),#,255.4	DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2100)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,126.7,122.2	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,126.7	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,126.7 , 122.2	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;119.9,126.18,121.5,118.1	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0600-2200)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
(1)Goodland "	BVOR-TV	GLD	115.1;V;121.5,126.7, 122,2	(3),#,255.4	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
"	VHF/DF			100-156	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic, * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,118.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	*MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		DME (test)
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME *test basis
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0600-2200)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Martin	CI		317;126.18,121.3	(2),#	(0800-sunset Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); #	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MH	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2030)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0700-sunset)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MH	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5, 124.9, 126.5,137.88,234.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;12..5,122.2,126.7	(3),# ,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2 ,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
" Holman Arpt					
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7	*	DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DMF
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7	(3),#,255.4	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385		71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		DME (test)
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTV	CDW	115.4;V;122.2,126.7	(3)	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-La Guardia	BVOR-DTV	OLT	113.1;V;122.2,126.7	(3)	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdobcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0800-2300 wkdys 10-19 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Deming	HW	DMN	299		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
Grants	BMLZ-DTV	GNT	371;V;121.5,126.7, 122.2	(3),#,255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	GNT	116.5		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BMH-DTV	SAF	206;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	SAF	113.6		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	DME (test)
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3)	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3	(2),#	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		Test basis
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		(IFR or req)
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BVAR-DTV	EWN	109.9;V;121.5,126.7 122.2,255.4	(3),#	47 BA 137 NB 227 YN 317 AY
"	BMH	EWN	391		
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18, 121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 103 N3 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 205 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		DME (test)
" Port Columbus	AC(g)		278;121.1,257.8,126.18, [redacted],121.5,243.0,126.5	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 152 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0700-2300)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7;206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;123.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	(1)	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME (test)
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg - INSACS-Portland	BVOR-DV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	GNP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8	(2),#	
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
Philip	BMH-TV	PHP	275;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	PHP	115.7 *		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		DME (test)
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	
Memphis NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	332		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	375;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18,151.56,257.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126,18,257.8	(2),#	(0600-2200)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;126.7	(3)	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;126.7,122.2,121.5 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		206;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,119.9,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2 , 121.5	(3)-135.9 ,#	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		DME (test)
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	BVOR-DV	HRN	114.0;122.2,126.7	(3)-135.9	DME.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2);#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"	VOR		(see Flat Rock)		
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,LarsonAFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	(1)	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea.only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(8-10-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	JV		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 118.5,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

(8-10-54)

FLIGHTS INTO REMOTE AREAS OF CANADA: Prior to planning flights into remote or sparsely settled areas of Canada, pilots are cautioned to become acquainted with the recommendations and requirements of the Canadian Department of Transport, contained in their Information Circulars 0/6/54 (Flight Precautions in Sparsely Settled Areas) and 0/8/54 (The Royal Canadian Air Force Search and Rescue Service). The information covered by these two circulars is available at all airport traffic control towers and communications stations in the United States and is also carried in the International Flight Information Manual Volume 5, dated June 1, 1954. This Manual may be purchased from the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C., at 50 cents per copy.

✓LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

ETV	Fayetteville, N. C., Pope AFB Radiobeacon (assignment)
FTB	Fayetteville, N. C., Pope AFB (name change)
GDV	Glendive, Mont., Glendive Airport (assignment)
ILS	Williston, N. D., Sloulin Airport (change from REP WSN)
OLF	Wolf Point, Mont., Wolf Point Airport (assignment)
SDY	Sidney, Mont., Sidney Airport (assignment)
SGD	Springfield, Mo., Rogers Airport (deletion)
TFL	Turners Falls, Mass., Turners Falls Airport (deletion)
MY	Macgregor, Man., (assignment)
PO	Portage, Man., (deletion)
SV	Saglek Bay, Nfld., (assignment)

✓MINIMUM EN ROUTE IFR ALTITUDES: Effective August 31, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 4 is amended to read in part:		
Zuni, N. Mex. (LFR)	Albuquerque, N. Mex. (LFR)	11,000
(2) Green Civil Airway No. 5 is amended to read in part:		
*Salt Flat, Texas (LFR)	Wink, Texas (LFR)	10,000
*8,900' - Minimum crossing altitude at Salt Flat (LFR), E-bound		
Guadaloupe Pass, Texas (FM)	Wink, Texas (LFR) (Eastbound only)	8,000
(3) Amber Civil Airway No. 6 is amended by adding:		
Nashville, Tenn. (LFR)	Green Brier (INT), Tenn.	2,500
(4) Red Civil Airway No. 4 is amended to eliminate:		
Albuquerque, N. Mex. (LFR)	Santa Fe, N. Mex. (LF/RBN)	10,000
*Santa Fe, N. Mex. (LF/RBN)	**Las Vegas, Nev. (LFR)	12,500
*11,600' - Minimum crossing altitude at Santa Fe (LF/RBN), N-bound		
**11,300' - Minimum crossing altitude at Las Vegas (LFR), W-bound		
(5) Red Civil Airway No. 10 is amended to read in part:		
Jackson, Miss. (LFR)	Meridian, Miss. (LFR)	2,000
(6) Red Civil Airway No. 57 is amended to read in part:		
Milwaukee, Wis. (LFR)	Battle Creek, Mich. (LFR)	2,500
(7) Red Civil Airway No. 74 is amended to read:		
Louisville, Ky. (LFR)	Nabb (INT), Ky.	2,100
Nabb (INT), Ky.	Cincinnati, Ohio (LFR)	2,400
(8) Red Civil Airway No. 83 is amended to read in part:		
Gila Bend, Ariz. (LFR)	Tucson, Ariz. (LF/RBN) (Southeast-bound)	10,000
	(Northwest-bound)	7,000
(9) Blue Civil Airway No. 74 is amended to read:		
Willard (INT), N. Mex.	Otto, N. Mex. (LFR)	12,000
(10) Blue Civil Airway No. 84 is amended by adding:		
Augusta, Me. (LFR)	Rockland, Me. (LF/RBN)	2,000
Rockland, Me. (LF/RBN)	Bar Harbor, Me. (LF/RBN)	2,000
Bar Harbor, Me. (LF/RBN)	Bangor, Me. (LFR)	2,500
(11) Direct Routes - United States is amended by adding:		
St. Joseph, Mo. (VOR)	Int. S crs Lincoln, Nebr. (LFR) & 265°-085° mag. brg ADF crs to Grand Island, Nebr. (LFR)	2,600
Int. S crs Lincoln, Nebr. (LFR) & 265°-085° mag. bearing ADF crs to Grand Island, Nebr. (LFR)	Lincoln, Nebr. (LFR)	2,700
St. Joseph, Mo. (VOR)	Lincoln, Nebr. (LFR)	2,700
Sioux City, Iowa (VOR)	Mason City, Iowa (VOR)	*5,600
*2,800' - Minimum terrain clearance altitude		
(11) Direct Routes - United States is amended by adding (cont'd):		
Sioux City, Iowa (LFR)	Mason City, Iowa (VOR)	2,800
(12) VOR Civil Airway No. 3 is amended to read in part:		
New River (INT), Fla. Via west alternate	Belle Glade (INT), Fla. Via west alternate	2,000
Belle Glade (INT), Fla. Via west alternate	Vero Beach, Fla. (VOR) Via west alternate	*3,000
*1,300' - Minimum terrain clearance altitude		
Florence, S. C. (VOR)	Lumberton, N. C. (VOR)	2,100
Lumberton, N. C. (VOR) Direct or east alternate	Raleigh, N. C. (VOR) Direct or east alternate	2,100
Miami, Fla. (VOR)	*Golden Beach (INT), Fla.	1,500
*Golden Beach (INT), Fla.	West Palm Beach, Fla. (VOR)	**2,000
*2,000' - Minimum reception altitude		
**1,500' - Minimum terrain clearance altitude		
(13) VOR Civil Airway No. 4 is amended by adding:		
St. Louis, Mo. (VOR) Via south alternate	Centralia, Ill. (VOR) Via south alternate	2,200
(14) VOR Civil Airway No. 4 is amended to read in part:		
Malad City, Idaho (VOR)	Great River (INT), Wyo.	*13,800
*12,000' - Minimum terrain clearance altitude		
Great River (INT), Wyo.	Rock Springs, Wyo. (VOR)	10,000
(15) VOR Civil Airway No. 8 is amended to read in part:		
Des Moines, Iowa (VOR) Via north alternate	Cedar Rapids, Iowa (LF/RBN) Via north alternate	*2,200
Cedar Rapids, Iowa (LF/RBN) Via north alternate	Moline, Ill. (VOR) Via north alternate	*2,200
*7,500' - with a 2200-foot minimum terrain clearance altitude unless Cedar Rapids (LF/RBN) is utilized		
(16) VOR Civil Airway No. 15 is amended to read in part:		
Little Elm (INT), Texas Via west alternate	Sanger (INT), Texas Via west alternate	*2,400
*2,000' - Minimum terrain clearance altitude		
Dallas, Texas (VOR)	Frisco (INT), Texas	2,100
Ardmore, Okla. (VOR)	Tulsa, Okla. (VOR)	*4,600
Via east alternate	Via east alternate	*4,600
*2,400' - Minimum terrain clearance altitude		
(17) VOR Civil Airway No. 16 is amended by adding:		
Nashville, Tenn. (VOR)	Crossville, Tenn. (VOR)	5,000
(18) VOR Civil Airway No. 16 is amended to read in part:		
Abilene, Texas (VOR)	Mineral Wells, Texas (VOR)	3,100
Via north alternate	Via north alternate	*3,500
*3,000' - Minimum terrain clearance altitude		
Mineral Wells, Texas (VOR)	Fort Worth, Texas (VOR)	2,300
(19) VOR Civil Airway No. 17 is amended to read in part:		
Bradley (INT), Okla.	Oklahoma City, Okla. (VOR)	2,600
(20) VOR Civil Airway No. 18 is amended to read in part:		
Birmingham, Ala. (VOR)	Anniston, Ala. (VOR)	3,000
(21) VOR Civil Airway No. 18 is amended by adding:		
Tuscaloosa, Ala. (VOR)	Birmingham, Ala. (VOR)	2,000
Via south alternate	Via south alternate	2,600
(22) VOR Civil Airway No. 20 is amended to read in part:		
Corpus Christi, Texas (VOR)	Palacious, Texas (VOR)	1,300
Montgomery, Ala. (VOR)	LaGrange, Ga. (VOR)	1,900
(23) VOR Civil Airway No. 20 is amended by adding:		
LaGrange, Ga. (VOR)	Atlanta, Ga. (VOR)	2,000
(24) VOR Civil Airway No. 22 is amended to read in part:		
Greenville (INT), Fla.	Genoa (INT), Fla.	3,000
Genoa (INT), Fla.	Taylor (INT), Fla.	2,500
Taylor (INT), Fla.	Jacksonville, Fla. (VOR)	1,500
(25) VOR Civil Airway No. 46 is amended to read in part:		
Riverhead, N. Y. (VOR)	Nantucket, Mass. (VOR)	*2,000
*1,500' - Minimum terrain clearance altitude		
(26) VOR Civil Airway No. 56 is amended to read in part:		
Augusta, Ga. (VOR)	Columbia, S. C. (VOR)	1,800
(27) VOR Civil Airway No. 61 is amended to read in part:		
Bridgeport (INT), Texas	Wichita Falls, Texas (VOR)	2,600
(28) VOR Civil Airway No. 66 is amended to read in part:		
Hudspeth, Texas (VOR)	Culberson, Texas (VOR)	8,000

MINIMUM EN ROUTE IFR ALTITUDES (Continued):

From	To	Min. Alt.
(29) VOR Civil Airway No. 73 is amended to eliminate:		
Tulsa, Okla. (VOR)	Wichita, Kans. (VOR)	
Via west alternate	Via west alternate	3,000
(30) VOR Civil Airway No. 77 is amended to read in part:		
Abilene, Texas (VOR)	Wichita Falls, Texas (VOR)	3,000
Via east alternate	Via east alternate	*3,800
*3,000' - Minimum terrain clearance altitude		
(31) VOR Civil Airway No. 79 is amended to read in part:		
Arno (INT), Texas	Wink, Texas (VOR)	*4,300
*3,800' - Minimum terrain clearance altitude		
Wink, Texas (VOR)	Hobbs, N. Mex. (VOR)	5,000
(32) VOR Civil Airway No. 94 is amended to read in part:		
Salt Flat, Texas (VOR)	Carlsbad, N. Mex. (VOR)	10,800
(33) VOR Civil Airway No. 113 is amended to read in part:		
West Point (INT), Calif.	*Reno, Nev. (VOR)	13,000
*10,500' - Minimum crossing altitude at Reno (VOR), SW-bound		
(34) VOR Civil Airway No. 114 is amended to read in part:		
Wichita Falls, Texas (VOR)	Alvord (INT), Texas	2,600
Alvord (INT), Texas	Decatur (INT), Texas	*3,000
*2,000' - Minimum terrain clearance altitude		
Decatur (INT), Texas	Dallas, Texas (VOR)	2,000
Sanger (INT), Texas	Little Elm (INT), Texas	
Via north alternate	Via north alternate	*2,400
*2,000' - Minimum terrain clearance altitude		
Wichita Falls, Texas (VOR)	Sanger (INT), Texas	
Via north alternate	Via north alternate	*2,700
*2,500' - Minimum terrain clearance altitude		
(35) VOR Civil Airway No. 128 is amended to read in part:		
Pulaski, Va. (VOR)	Abeam Cove (INT), Va.	6,000
Abeam Cove (INT), Va.	Greensboro, N. C. (VOR)	3,000
Greensboro, N. C. (VOR)	Raleigh, N. C. (VOR)	2,500
(36) VOR Civil Airway No. 152 is amended to read in part:		
Tampa, Fla. (VOR)	Orlando, Fla. (VOR)	
Via north alternate	Via north alternate	1,600
(37) VOR Civil Airway No. 154 is amended to read:		
Meridian, Miss. (VOR)	Montgomery, Ala. (VOR)	*2,000
*1,600' - Minimum terrain clearance altitude		
(38) VOR Civil Airway No. 163 is amended to read in part:		
Mineral Wells, Texas (VOR)	Alvord (INT), Texas	2,600

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established, cancelled or re-established as indicated:

ESTABLISH

(1) ELM GROVE FM - direction from holding point - SE; direction of turn - LEFT on west side of Barksdale LF range SE course; Time - one minute; minimum altitude - 1300'.

(2) UNION INTSXN - direction from holding point - S; direction of turn - RIGHT on east side of south course of Cincinnati (ILS); Time - one minute.

RE-ESTABLISH

(3) DIXIE MHW - direction from holding point - NW; direction of turn - RIGHT on west side inbound course to fix 146° magnetic; Time - one minute; minimum altitude - 1700'.

CANCELLED

(4) SHREVEPORT LF RANGE - this pattern presently shows holding to the northwest with LEFT turns.

(5) SHREVEPORT VOR RANGE - this pattern presently shows holding to the northwest with LEFT turns.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or cancelled as indicated:

DESIGNATIONS

(1) DADE CITY, FLA. INTSXN - intersection 275° magnetic radial Orlando, Fla. and 046° magnetic radial Tampa, Fla.

(2) ONA INTSXN (LF) - intersection of the north course (350° magnetic) of the Ft. Myers and the southeast course of the Tampa LF ranges.

(3) FAIRBANKS INTSXN (Integrated) - intersection of the northeast course of the Richmond, Texas LF range and the Houston 305° magnetic radial.

(4) MONCURE INTSXN (Integrated) - intersection of the southeast course of the Greensboro LF radio range and the Raleigh southwest localizer course.

(5) LEWISBURG INTSXN (VHF) - intersection of the Nashville 340° magnetic and the Bowling Green 280° magnetic radials.

(6) TARPON INTSXN (VHF) - intersection of the West Palm Beach 013° magnetic and the Daytona 126° magnetic radials.

(7) SNAPPER INTSXN (VHF) - intersection of the West Palm Beach 013° magnetic and the Vero Beach 042° magnetic radials.

(8) BONITA INTSXN (VHF) - intersection of the West Palm Beach 013° magnetic and the Vero Beach 142° magnetic radials.

(9) SHARK INTSXN (VHF) - intersection of the West Palm Beach 035° magnetic and the Daytona Beach 126° magnetic radials.

(10) SNAPPER INTSXN (LF) - intersection of the north course of the West Palm Beach and the east course of the Melbourne LF ranges.

CANCEL

(11) CONWAY INTSXN (LF) - intersection of the east course of the Amarillo and the northwest course of the Clarendon LF ranges.

(12) BALSA INTSXN (LF) - intersection of the north course of the West Palm Beach and the east course of the Melbourne LF ranges. (This redesignated and named Snapper Intsxn).

✓ DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 85 to PART 608 - DANGER AREAS

(August 13, 1954)

(1) In Section 608.61, Cook Inlet, Alaska, area (D-466) is added to read: Location: COOK INLET (McKinley 118 Chart); Description: Beginning at lat. 60-52-00, long. 151-51-00; thence southwesterly 2 miles inland and parallel to the shoreline to a point WNW of Harriet Point, approximate lat. 60-24-00, long. 152-18-00; thence WNW 16 miles to the highest point on Mount Redoubt, approximate lat 60-29-00, long. 152-44-00; thence north 16°, east toward Mount Spurr, approximately 25 miles to approximate lat. 60-52-00, long. 152-31-00; thence E to lat. 60-52-00, long. 151-51-00, point of beginning; Altitudes: 3500 feet to unlimited; Time: Unlimited; Using Agency: Alaskan Air Command.

(2) In Section 608.61, the Cook Inlet, Alaska, area (D-347), published on April 21, 1949, in 14 F. R. 1921, is redesignated and revised to read: Location: COOK INLET (D-347) (McKinley 118 Chart); Description: Beginning at a point 2 miles inland from the W shore of Cook Inlet and 1-1/2 miles N of the light at the mouth of the Beluga River, approximate lat. 61-14-00, long. 150-55-00; thence SW 2 miles inland and parallel to the shoreline to a point WNW of Harriet Point approximate lat. 60-24-00, long. 152-18-00; thence WNW 16 miles to the highest point on Mount Redoubt, approximate lat. 60-29-00, long. 152-44-00; thence N 16° east toward Mount Spurr, approximately 46 miles to a point near the McArthur River, approximate lat. 61-07-20, long. 152-21-20; thence N 51° E 32 miles to a point near the foot of the Triumvirate Glacier, lat. 61-24-30, long. 151-37-00; thence SE to the point of beginning, excluding that portion south of latitude 60-52-00; Altitudes: Surface to unlimited; Time: Unlimited; Using Agency: Alaskan Air Command.

AMENDMENT NO. 86 to PART 608 - DANGER AREAS

(August 17, 1954)

(1) In Section 608.51, a Del Rio, Texas, Laughlin AFB, area (D-462) is added to read: Location: DEL RIO, LAUGHLIN AFB (D-462) (Del Rio Chart); Description: Lat. 29-58-30, long. 103-15-00; lat. 29-58-30, long. 102-58-00; lat. 29-59-00, long. 102-58-00; lat. 29-59-00, long. 102-56-00; lat. 30-02-00, long. 102-56-00; lat. 30-02-00, long. 102-51-00; lat. 30-04-00, long. 102-51-00; lat. 30-04-00, long. 102-45-00; lat. 30-05-00, long. 102-45-00; lat. 30-05-00, long. 102-43-00; lat. 30-06-00, long. 102-43-00; lat. 30-06-00, long. 102-38-00; lat. 29-55-00, long. 102-22-00; lat. 29-49-00, long. 102-22-00; thence meandering southwest along the Rio Grande River to lat. 29-36-00, long. 102-46-00; lat. 29-36-00, long. 102-51-00; lat. 29-38-00, long. 102-51-00; lat. 29-38-00, long. 103-02-00; lat. 29-51-00, long. 103-15-00; lat. 29-58-30, long. 103-15-00; Altitudes: Surface to unlimited; Time: 0500 to 2100 daily; Using Agency: Laughlin AFB, Del Rio, Texas.

(2) In Section 608.51, a Del Rio, Texas, Laughlin AFB, Area (D-463) is added to read: Location: DEL RIO, LAUGHLIN AFB (D-463) (Del Rio Chart); Description: Lat. 29-02-00, long. 100-29-00; lat. 29-08-00, long. 100-34-00; lat. 29-09-00, long. 100-26-00; lat. 29-05-30, long. 100-28-00; lat. 29-02-00, long. 100-29-00, excluding the Del Rio Control Area; Altitudes Surface to unlimited; Time: 0500 to 2100 daily; Using Agency: Laughlin AFB, Del Rio, Tex.

(3) In Section 608.51, a Del Rio, Texas, Laughlin AFB, area (D-464), is added to read: Location: DEL RIO, LAUGHLIN AFB (D-464) (Del Rio Chart); Description: Lat. 29-37-00, long. 100-36-30; lat. 29-37-00, long. 100-30-00; lat. 29-30-00, long. 100-30-00; lat. 29-30-00, long. 100-36-30; lat. 29-37-00, long. 100-36-30, excluding the Del Rio Control Area; Altitudes: Surface to unlimited; Time: 0500 to 2100 daily; Using Agency: Laughlin AFB, Del Rio, Texas.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 21. Under Florida: Change Daytona Beach CAA number to 2-3692; delete Jacksonville CAA number 3-1544.

(2) Page 22. Change Moline, Ill. CAA number to 2-2412; change Wichita, Kans. CAA number to WH-3-3721.

(3) Page 23. Change St. Louis, Mo. WB number to PE-1-0529; change New York, N. Y. (LaGuardia) WB number to EX-9-5631; change Charlotte, N. C. WB number to EX-9-5631, CAA number to EX-9-1351.

(4) Page 25. Change Victoria, Texas WB number to HI-5-1782, effective August 28.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Chattanooga	Atlanta Local	WAC 309
Miami	Norfolk Local	WAC 310
Orlando	Washington Local	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Chicago	7-29-54	Kansas City	7-23-54	WAC 307	7-29-54
Des Moines	7-21-54	Tulsa	7-23-54		

Instrument Flight Charts

released since July 19, 1954

AL 8 RNG	Albany Airport	AL 1522 RNG	Merrill Field
AL 67 RNG	Lockheed Air Terminal	AL 36 ILS	Bakersfield-Kern County Arpt
AL 135 RNG	Vance AFB	AL 304 ILS	Omaha Airport
AL 142 RNG	Paine AFB	AL 365 ILS-2	Salt Lake City Municipal
AL 154 RNG	Page Field	AL 415 ILS	Dale Mabry Field
AL 241 RNG	Lubbock Airport	AL 513 ILS	Dress Memorial Airport
AL 304 RNG	Omaha Airport	AL 156 ADF	Baer Field
AL 334 RNG	Pueblo Airport	AL 304 ADF	Omaha Airport
AL 403 RNG	Geiger Field	AL 375 ADF	San Francisco Airport
AL 425 RNG	Traverse City Airport	AL 467 ADF-1	Willow Run Airport
AL 503 RNG	Sault Ste. Marie Airport	AL 513 ADF	Dress Memorial Airport
AL 511 RNG	Yuma County Airport	AL 626 ADF	Hanscom Field
AL 622 RNG	Pounds Field	AL 1500 ADF-2	Anchorage International
AL 685 RNG	Jamestown Airport	AL 8 VOR	Albany Airport
AL 851 RNG	Lea County Airport	AL 443 VOR	Washington National Airport
AL 877 RNG	Rapid City Airport	AL 877 VOR	Rapid City Airport

AL 963 RNG NAF Annapolis
RF-56, 57, 101, 106, 111, 114
RF-VOR 57
RF-Washington Terminal Area
RF-Alaska Check List
NOTE: See new Dates of Latest Prints "Airport Obstruction Plans" dated August 1, 1954, for information on OP Charts.

NEW CHARTS

AL 990 RNG	Beeville, Texas	NAAS Chase Field
AL 991 RNG	Rockport, Texas	Rockport OLF (Aransas Co. Arpt)
AL 318 ADF	Pensacola, Florida	Pensacola Airport
AL 334 VOR RF/VOR 7	Pueblo, Colorado	Pueblo Airport

DISCONTINUED CHARTS

AL 453 VOR	Wichita, Kansas	McConnell AFB
AL 603 ADF	Ponca City, Okla.	Ponca City Airport
AL 684 ADF	Goodland, Kansas	Goodland Airport
AL 506 ADF	Chadron, Nebraska	Chardon Airport

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARIES: The following revisions are effective immediately:

(1) WASHINGTON-CINCINNATI boundaries on Victor 4N and Victor 4S as 15 miles west of Elkins, West Virginia VOR station.

(2) WASHINGTON-CINCINNATI boundary on Victor 108 as 5 miles east of Hominy intersection (Charleston, West Virginia, VOR en route radial to Montebeloo, Virginia, VOR with Elkins, West Virginia, VOR 215° magnetic radial).

✓ CHANGES IN INSTRUMENT APPROACH PROCEDURE MINIMUMS: Starting with this issue, the Airman's Guide will begin to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. Further details may be found in the note preceding the Manchester, N. H. (Grenier AFB) ADF on page 45 of this issue. However, all users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.

** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ • New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 7 mi SSE (158°T) at lat 33-29-06; long. 85-48-32. (7-21)

BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course unusable within 15 mi; other courses not usable due to roughness and bends.

BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HOLT BCN SITE 60, FTW-ATL: Effect. Aug 20 bcn site will be decmsnd. (7-31)

HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)

HUNTSVILLE ARPT: NE/SW rnwy lgts inop. (2-6)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

**MOBILE-BATES ARPT: 313' (574' MSL) lgtd rdo relay twr erected 49 mi NNW (350°T) at lat 31-23-18, long. 88-22-14. (7-9) 326' (516' MSL) lgtd rdo relay twr erected 30 mi NE (25°T) at lat 31-05-36, long. 88-01-51. (7-10)

★MONTGOMERY-RADIO: DME coverage 130°-230°, 40 mi at 1500'. (5-20) Correct LF rng lat 32-22-57, long. 86-24-26. Correct VOR lat 32-13-20, long. 86-19-11. (7-22)

MONTGOMERY-DANNELLY FLD: Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080° below 7000' beyond 40 mi from stn. (12-7)

COCHISE-RADIO: DME coverage 15°-35°, 40 mi at 12000'; 35°-105°, 50 mi at 12,000'; 105°-185°, 50 mi at 10,000'; 185°-210°, 50 mi at 11,000'; 210°-245°, 40 mi at 11,000' 245°-335°, 50 mi at 11,000'; 335°-015°, 50 mi at 12,000'. (6-30)

ARIZONA: DOUGLAS-RADIO: About Sept. 15, VOR will be shut down until approx Sept. 22- freq chg from 112.9 mc to 112.6 mc. (8-5)

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs-due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.

HASSAYAMPA-RADIO: DME coverage 325°-50°, 50 mi at 10,000'; 50°-90°, 50 mi at 5000' 90°-180°, 50 mi at 7000'; 180°-215°, 50 mi at 4000'; 215°-235°, 50 mi at 6000'; 235°-255° 40 mi at 6000'; 255°-270°, 50 mi at 6000'; 270°-325°, 50 mi at 8000'. (7-15)

KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PHOENIX-RADIO: DME coverage 50 mi; 340°-105° at 10,000'; 105°-235° at 7000'; 235°-280° at 5000'; 280°-340° at 8000'. (6-29)

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 40 mi at 10,000'; 135°-145° and 165°-185° usable dist 45 mi at 10,000'.

★TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 30 mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period-relctn. Correct VOR lat 32-07-21, long. 110-49-12.

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unrel below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)

WINSLOW-RADIO: About Aug 17, Joseph City FM will be perm discontd. (7-20)

YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: EL DORADO-RADIO: DME coverage 2500' MSL, 50 mi in all quads. (7-8)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

**HOPE ARPT: 308' (662') MSL lgtd rdo twr erected 5 mi SE (118°T) at lat 33-41-00; long. 93-34-30. (7-20)

LITTLE ROCK-RADIO: DME coverage 30°-240°, 50 mi at 2500'; 240°-30°, 50 mi at 4000'.

PINE BLUFF-RADIO: DME coverage 50 mi at 2500' MSL in all quads. (7-7)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends (6-10) DME coverage 1900', 50 mi in all quads. About August 17, Prescot FM will be perm discontd. (7-17)

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts in 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 150°-360° and 90°-150°, 50 mi at 6000'; 150°-165°, 50 mi at 4000'; 165°-188°, 45 mi at 7000'; 189°-200°, 30 mi at 6000'; 200°-220°, 45 mi at 6000'; 220°-293°, 50 mi at 9000'; 293°-310°, 30 mi at 9000'; 310°-327°, 40 mi at 9000'.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CRESENT CITY-RADIO: VOR arwy radials flgt-checked. Courses from 90°-330° usable dist 25 mi; 330°-350°, 60 mi at min instr alt; 350°-90°, 30 mi at 7000', 50 mi at 8000'.

DAGGETT- RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution- use at own risk. (5-29)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. About Aug 17, Callahan FM will be perm discontd. (7-14)

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 50 mi at 3000'; 350°-10°, 50 mi at 8000'; 10°-30°, 50 mi at 9000'; 30°-120°, 40 mi at 9000'; 120°-150°, 40 mi at 6500'; 150°-335° over water, not checked. (6-16)

★FRESNO-RADIO: DME coverage 50 mi as follows: 320°-105°, at 12,000'; 105°-180° at 3000'; 180°-240° at 7000'; 240°-285° at 3000'; 285°-320° at 2000'. About Aug 17, Bowles FM will be perm discontd. (7-15) Correct VOR lat 36-46-11, long. 119-43-18. (7-28)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: N half rnwy closed, unsafe.-mrkd. (8-5)

CALIFORNIA: GASQUET ARPT: N side of strip clsd-const.

KING CITY ARPT: Rnwy lgts inoperative. (7-10)

KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)

LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin Bldg. During new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. North Indg mat closed to all opern -rough and hazardous. (4-9)

LONG BEACH-EAST LONG BEACH ARPT: Caution-const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable-moderate scalloping N sector. (5-11)

LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip on and adj to const areas. (6-4)

NEEDLES-RADIO: VOR 40 mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat. up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 50 mi at 6000'; 120°-175°, 50 mi at 5000'; 175°-280°, 50 mi at 4000'; 280°-290°, 40 mi at 4000'; 290°-305°, 50 mi at 4000'; 305°-340°, 50 mi at 6000'; 340°-350°, 40 mi at 6000'; 350°-030°, 20 mi at 4000'; 30°-60°, 30 mi at 5000'; 60°-80°, 40 mi 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 50 mi at 13,000'; 90°-135°, 50 mi at 9000'; 135°-150°, 30 mi at 7000'; 150°-200°, 20 mi at 7000'; 200°-280°, 40 mi at 7000'; 280°-300°, 50 mi at 9000'; 300°-330°, 50 mi at 13,000'; 330°-350°, 30 mi at 13,000'; 350°-0°, 40 mi at 13,000'. (6-12)

ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purpose during hours of darkness due strong heterodyne interference Mexicali H fac.

PALMDALE-RADIO: VOR coverage 120°-150°, 40 mi at 10,000'; 150°-180°, 40 mi at 9000'.

**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)

PALO ALTO ARPT: WNW/ESE Rnwy and all dirt areas clsd. Use main NNW/SSE Rnwy 1900' only with extreme caution. Men and equip on fld. Caution-construction. (8-1)

PASO ROBLES-RADIO: DME coverage 315°-45°, 50 mi at 7000'; 45°-105°, 50 mi at 5000'; 105°-125°, 50 mi at 6000'; 125°-190°, 50 mi at 5000'; 190°-220°, 50 mi at 6000'; 220°-235°, 40 mi at 6000'; 235°-245°, 30 mi at 6000'; 245°-270°, 40 mi at 6000';270°-315°, 50 mi at 5000'.

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 360°-108°, 50 mi at 10,000'; 108-180°, 50 mi at 4000'; 180-208° 30 mi at 9000'; 208-217°, 30 mi at 10,000';217-235°, 40 mi at 10,000';235-360°, 50 mi at 10,000'. (6-14)

RIALTO-MORROW Arpt: Closed on Sunday - drag races. (7-28)

**ROSEMEAD-PASADENA-ROSEMEAD ARPT: Name changed to Fletcher Arpt. (8-9)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 15 mi at 3000'. DME coverage 50 mi as follows: 10°-100° at 9000'; 100°-165° at 2000'; 165°-235° at 4000'; 235°-300° at 5000'; 300°-340° at 2000'; 340°-10° danger area.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 40 mi at min instr alt. DME coverage 20°-44°, 30 mi at 7000'; 44°-49°, 20 mi at 7000'; 49°-90°, 30 mi at 7000'; 90°-130°, 50 mi at 7000'; 130°-145°, 30 mi at 7000'; 145°-153°, 20 mi at 7000'; 153°-180°, 30 mi at 7000'; 180°-225°, 50 mi at 7000'; 225°-300°, 50 mi at 5000';300°-20°, 50 mi at 7000'. (6-27)

SAN DIEGO-RADIO: VOR has lgt to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 20 mi at 5000'; 30°-85°, 30 mi at 7000'; 85°-100°, 40 mi at 7000'; 100°-120°, 50 mi at 7000'; 120°-160°, 50 mi at 6000'; 160°-180°, 30 mi at 5000'; 180°-225°, 20 mi at 5000'; 225°-265°, 30 mi at 5000'; 265°-345°, 50 mi at 5000'; 345°-010°, 40 mi at 4000'. (6-15) About Aug 17, Belmont and Half Moon Bay FMs will be perm discontd. (7-17)

(8-10-54)

CALIFORNIA: **SAN FRANCISCO INTERNATIONAL ARPT: Rdo stn KALW twr located 10 mi NNW (338° T) at lat 37-45-19, long. 122-25-08, being dismantled. (7-30) Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump 5" rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28: mrkd, lgtd. (7-20)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. multiples all courses. Usable for homing only. (129
SANTA ANA-ORANGE COUNTY ARPT: Caution-SE half Rnwy 3-21 under const. (3-4)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 30 mi at 9000'; 30°-45°, 40 mi at 9000'; 45°-80°, 50 mi at 9000'; 80°-95°, 40 mi at 4000'; 95°-110°, 50 mi at 4000'; 110°-260°, not checked 260°-325°, 50 mi at 7000'. (6-28)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on Rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 40 mi at min instr alt. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)
**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long. 39-09-30; 122-07-45. Lctn: 1.3 mi ME. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg. remarks to: P-line S. Use gravel strip wet wea. (10-8)
COLORADO: CHEYENNE WELLS ARPT: Caution ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
DENVER-RADIO: About Aug 17, Watkins FM will be perm discontd. (7-23)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
GRANBY ARPT: Closed. (9-23)
KREMMLING ARPT: Closed - construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work days.
**PUEBLO #1 ARPT: Abandoned. (6-29)
**PUEBLO #2 ARPT: Name changed to Pueblo Municipal Airport. (7-7)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)
HARTFORD-RADIO: Reception on 3023.5 kc unreliable xcpt at extremely close range, due local interference. (11-16) DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY-ARPT: Experimental dropping of parachutes on fld during VFR wea days. Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 015°-050°, 50 mi at 2500'; 050°-180°, 50 mi at 2000'; 180°-270°, 50 mi at 2500'; 270°-285°, 40 mi at 3000'; 285°-320°, 50 mi at 3000'; 320°-360°, 40 mi at 3000'; 360°-015°, 40 mi at 2500'. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 30 mi; 90°-180°, 25 mi; 180°-265°, 20 mi.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be clear-cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.
FLORIDA: **CRESTVIEW ARPT: 150' (335' MSL) lgtd twr erected 2 mi S (210° T) at lat 30-45-56, long. 86-35-06. (7-27)
DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.
FT. MYERS-RADIO: VOR flgt-checked on following radials: 116, 131, 314, 329° only. Use caution other courses. Radials 166° and 131° unusable due extreme roughness. VOR shut down until further notice. (8-7)
FLORIDA: HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution-E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) About Aug 17, Bayard FM will be perm decmsnd. About Aug 9, VOR will be shut down until approx Aug 16. (7-27)
KEY WEST-RADIO: About Aug 17, Stock Island FM will be perm decmsnd.
KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (4-5)
MIAMI: Flights thru D-169 prohibited below 25,000' - days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for letdown purposes to Rnwy 9R. About Aug 17, Krome FM will be perm decmsnd. DME coverage 50 mi at 1500' at all azimuths. (8-6)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20th St for civil acft. 1500' abandonded E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
**MILTON "T" ARPT: 215' (235' MSL) lgtd rdo twr erected 1½ mi SW (230° T) at lat 30-37-13, long. 87-01-20. (7-17)
★ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt. Correct VOR lat 28-32-33, long. 81-20-07. (7-28)
ORLANDO ARPT: Rnwy 10R-28L closed all ngt operns. (9-4)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 15.5 mi N 3° T) at lat 26-49-07, long. 80-04-30. (7-2)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thr Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 800' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive acrobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PERRY-FOLEY ARPT: UNICOM (122.8 mc) not available. (7-2)
ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution.
TALLAHHASSEE ARPT-TOWER: Oct 27, ILS glide slope shut down, being relctd 400' from olf position up rnwy toward lclzr. Glide angle 2.75°. (7-1)
TAMPA RADAR APPROACH CONTROL CENTER-RADIO: About Aug 15, radar arrival ctl will be inaugurated. Civil acft: 118.5 mc. Mil. acft: 136.8 and 335.8 mc.
TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked. About Aug 17, Lutz FM will be perm decmsnd. (7-4)
TAMPA INTERNATIONAL ARPT-TOWER: About Sept 13, ILS lclzr and glide slope will be shut down for approx 3 weeks - installating new monitor equip. (8-5)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 40 mi at 1500' at all azimuths. (8-6)
**VERO BEACH ARPT: 156' (179' MSL) lgtd twr erected 1½ mi S (170° T) at lat 27-37-12, long. 80-25-01. (7-20)
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 094, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 40 mi at 1500' at all azimuths. (8-6)
**WEST PALM BEACH-PAL BEACH COUNTY PARK: ARPT OF ENTRY.
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
**ALBANY ARPT: 414' (631' MSL) lgtd TV twr located 5 mi N (358° T) at lat 31-36-46, long. 84-11-18. (7-20)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 mi. (3-15)
ALMA-RADIO: DME and VOR coverage 40 mi at min en route alt. (8-3)

GEORGIA: ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 20 mi of stn. All other courses usable without restriction for more than 50 mi at min en route alt.
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.(7-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
**BRUNSWICK-McKINNON ARPT: Unicom (122.8 mc) available. (7-29)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. DME at VOR site shut down for indefinite period. (6-30)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2000' beyond 30 mi in all quads. (7-6)
**DALTON ARPT: 210' (910'MSL) lgtd rdo twr erected 5 mi NW (320°T) at lat 34-47-22; long. 84-57-05. (7-16)
DUBLIN ARPT: Bcn and rnwy lgts inoper. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14) DME coverage 20°-70°, 50 mi at 2000'; 70°-160°, 50 mi at 2400'; 160°-270°, 50 mi at 2000'; 270°-20°, 50 mi at 4000'. (6-26)
MACON-RADIO: DME usable dist at min en route alt 40 mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (8-4)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.
SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn. (6-29)
SAVANNAH-RADIO: About Aug 17, Richmond Hill FM will be perm decmsnd. (7-2)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
**STATESBORO ARPT: 125' (297'MSL) lgtd storage tank erected 1/2 mi W. (7-31)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down.(7-2)
DUBOIS ARPT SITE 23, SLC-GTF: Soon beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)
FISH LAKE USFS ARPT: Closed - repairs. (7-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgtd inop.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 40 mi at 12,000' MSL. (7-9)
SPENCER BCN SITE 25, SLC-GTF: Soon beacon will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 5 (dot dash dot). (6-15)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Rnwy 12-30 clsd-open trench across end rnwy. (5-12)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi.(3-17) USAF VHF/DF unreliable below 3000'.(5-17)
BRADFORD-RADIO: About Aug 11, BMH fac will be cmsnd. Freq: 382 kc. Ident: BDF. Class: BMH. (8-5)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop. (7-23)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1221'MSL) lgtd rdo twr being erected 16.5 mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 40 mi and 110°-250°, 45 mi. DME coverage 50° - 151°, 50 mi at 2000'; 151° -285°, 40 mi at 2000'; 285° - 50°, 50 mi at 2300'.
**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions. Wind 90° to rnwy 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip E side of

ILLINOIS: rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to no-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
**DANVILLE ARPT: Closed-unsafe for landing. (8-2)
**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-Sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)
**FLORA ARPT: Abandoned. (6-22)
**GRAYMONT-CARROLL ARPT: Closed. No services avail. - unattended. (8-6)
**LACON-MARSHALL COUNTY ARPT: N/S Rnwy 1740'x50' hard surface. Shoulders rough.
MARION AIRPARK: Closed. (7-12)
NAPERVILLE-RADIO: About Aug 16, VOR will be shut down until approx Aug 26 - modernization. (7-22)
**TAYLORVILLE ARPT: 2200' N/S Rnwy hard surface. Soft shoulders - caution. Serv: S5. Fuel: F3. (7-16)
**WOODSTOCK ARPT: Rgt tfc W. (6-15)
INDIANA: AUBURN ARPT: 856' (1723'MSL) TV twr located 3.5 mi SSE (167°T) at lat 41-20-09 long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF range twrs lctd 5.7 mi N no longer obst lgtd. (7-7) S 1450' N/S Rnwy and SW 1000' NE/SW Rnwy clsd - repairs. Usable remaining length N/S Rnwy 3600' and NE/SW Rnwy 5000'. (8-3)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' daylgt operns, 6200' - ngt operns, 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - constr. all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 40 mi at 2300'; 145°-172°, 50 mi at 2000'; 172°-310°, 40 mi at 2100'; 310°-46°, 50 mi at 2200'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook, VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy - const. (5-26) NE/SW Rnwy clsd-const. (6-18)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: **BELMOND ARPT: 328' lgtd rdo twr erected 3 m8 NNE (10°T) at lat 42-54-30; long. 93-37-00. (7-31)
BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary, N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W long. 91-14-37.

(8-10-54)

IOWA: CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
SIOUX CITY-RADIO: DME coverage 77°-103°, 40 mi; 103°-173°, 50 mi; 173°-244°, 30 mi; 244°-77°, 50 mi at min en route alt. (7-30)
SIOUX CITYARPT : Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 6 mi ENE (68° T) at lat 42-34-27, long. 96-22-11. (7-14)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution - const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: July 1, DME at VOR site shut down.
**DODGE CITY ARPT: E/W Strip 1460' long and N/S Strip 2150' long. (7-27)
**EL DORADO ARPT: 198' (1600' MSL) lgtd guyed twr erected 2 mi N (15° T) at lat 37-48-26, long. 96-48-00. (6-24)
**FORT SCOTT ARPT: 205' rdo twr will be erected 3 mi E (80° T) at lat 37-48-42, long. 94-42-39. (7-9)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rado-equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (7-23)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier located 1200' N of S end N/S Rnwy operg daylgt hrs only. Barrier chains lctd alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (7-2)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (7-20)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd - use sod portions. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160°-230° due to intereference Ponca City, Okla. H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SE of N/S intsxn not usable for acft over 15,000'lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final apch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)
ULYSSES ARPT: All strip lgts inop. (4-29)
WICHITA-RADIO: June 30, DME shut down until approx Aug 13 - relctn. (8-6) About Aug 17, Kechi FM on N course will be perm discontd. (7-23)
**WICHTIA ARPT: 1079' (2449' MSL) lgtd TV twr being erected 10 mi NW (328° T) at lat 37-46-54, long. 97-31-10. (7-27)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna Fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit: 3023.5 kc, 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)
DANVILLE-GOODALL FLD: E end of field under construction. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. Sept 5, twr hrs of opern will be 0800-2400. (8-3) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

KENTUCKY: LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' on Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in the pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
**MANCHASTER-SKY ARPT: ABANDONED. (6-18)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 5 mi ENE (75° T) at lat 31-18-22, long. 92-24-56. (7-25)
BATON ROUGE-RYAN ARPT-TOWER: About Sept. 7, ILS lclzr and glide slope will be shut down until approx Sept 14 - installation new monitor equip. (8-4) FLD: About Aug 16, const work begins at center intersection of rnwys - max duration 20 days. Rnwy lengths avail. durg period: Rnwy 17 - 2100'; Rnwy 35 - 1800'; Rnwy 22 - 2700'; Rnwy 4 - 2650'; Rnwy 13 - 2997'; Rnwy 31 - 1900'. Max height const equip. 15' at end of rnwys at intsxn Taxiway between Rnwys 13-17 and between W ramp and center intsxn of rnwys clsd. (8-5)
**BUNKIE-HAAS ARPT: 343' (409' MSL) lgtd rdo twr being erected 6 mi NW (315° T) at lat 31-01-15, long, 92-18-37. (7-28)
HAMMOND ARPT: Beacon inoperative. (5-25)
**LAKE CHARLES AFB: 289' (309' MSL) lgtd rdo twr erected 8 mi SW (243° T) at lat 30-09-55, long. 93-15-24. (7-29)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°- 335°. (4-14) DME coverage 360°-120°, 50 mi at 1500'; 120°-150°, 40 mi at 1500'; 150°-180°, 50 mi at 1500'; 180°-360°, 50 mi at 1800'. (7-2)
MONROE-SELMAN ARPT-RADIO: About Aug 23, ILS lclzr and glide slope will be shut down until approx Aug 30 - installation new monitor equip. (8-5)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
NEW ORLEANS-RADIO: About Aug 17, La Place FM will be perm decmsnd. (7-16)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250° T) at lat 29-48-18, long. 90-08-57. (1-5)
**OPELOUSAS-ST. LANDRY PARISH ARPT: 318' (355' MSL) lgtd rdo twr being erected 11 mi NE (37° T) at lat 30-41-11, long. 91-59-22. (7-28)
SHREVEPORT-RADIO: DME coverage all quads: 50 mi at 1900'. About Aug 17, Dixie FM will be perm decmsnd. (7-16)
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular • caution VHF/DF unreliable below 2500'. (9-29)
SHREVEPORT-GREATER SHREVEPORT ARPT-TOWER: About Aug 30, ILS lclzr and glide slope will be shut down until approx Sept 6 - installation new monitor equip. (8-5)
**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 40 mi at min en route alt. (6-7)
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt. DME coverage 300°-010°, 50 mi at 5000'; 10°-235°, 50 mi at 2500'; 235°-260°, 40 mi at 2500'; 260°-300°, 50 mi at 2500'.
*DEXTER ARPT: Arpt abandoned in error. (8-2)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips rough.
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 40 mi; 290° - 30°, 35 mi at min instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FERNALD ARPT: Caution - hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips rough - land on central 25' section.
MARYLAND: BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)

MARYLAND: BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and rnwy 10.

**CAMBRIDGE-HORN' S POINT ARPT: Type: L. Lat. 39-35-30, long. 76-08-15. Elev: 10. Lctn: 3 WNW, No. of rnwys: 3. Lngst rnwy & facs: 26. Remarks: SSW blkd. (5-2)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi 015°-245° at 4500'; 245°-330° at 3500'; 330°-350° at 2000'; 305°-015° at 3000'. (3-17)

CROOM-COLUMBIA ARPT: Fld clsd July 17 thru Sept 1. (7-26)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S. 11, when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

**ADAMS ARPT: Closed. (7-17)

★BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate miltiples SW course LF rng. (12-22) About Aug 17, South Boston FM will be perm discontd. (7-20) Correct VOR lat 42-21-28, long. 70-59-38.

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 clsd- Monday thru Sat. 1500-1800. (6-2)

BOSTON-LOGAN ARPT-TOWER: About Aug 15, ILS glide slope freq 335.0 mc will be shut down for approx 5 days-modernization. (7-23) FLD: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12) Rnwy 4R-22L and 9-27 clsd daylgt hrs-pavement repairs. (5-27)

BOSTON-REVERE ARPT: Lgtd 40' boom-working end Rnwys 13 and 15. (7-23)

**BROCKTON ARPT: Closed. (7-17)

HYANNIS-BARNSTABLE ARPT: 100' temp. twr erected tip Pt. Gammon 3 mi SSE. (7-23)

NANTUCKET-MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwys lgts NE side Rnwy 14-32 inoperative. (6-28)

ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing August 22, September 19, Octover 24, -marker will be displayed. (5-4)

**SPRINGFIELD ARPT: Abandoned. (6-4)

SQUANTUM-RADIO: About Aug 17, Easton and Brant Rock FMs will be perm decmsnd.

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

**BOYNE CITY ARPT: Arpt attended daily. Type now Public Use. (8-6)

★DETROIT-RADIO: DME coverage 260°-290°, 40 mi at min en route alt. (6-11) Aug 9, H fac class changed to MHW. (These data rcvd too late for inclusion on ANRA page.)

**DETROIT CITY ARPT: 1064 lgtd TV twr erected 11 mi NW (295°T) at lat 42-28-59, long. 83-12-20. (7-23) Due to non visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.

**DETROIT-HANCE ARPT: 230' (823' MSL) lgtd blast furnace stack being erected 3 mi SE (158°T) at lat. 42-09-30, long. 83-10-10. (6-7)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only (5-24)

DETROIT WILLOW RUN ARPT: Due to non- visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip on fld days.

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset- sunrise.

**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 15 mi NNE (08°T) at lat. 42-24-57, long. 85-31-49. (7-18)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi - interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW rnwy. (10-14)

**MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.

MICHIGAN: MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000' in all quads. (6-30) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apch Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.

**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)

**PORT HURON-ST. CLAIR COUNTY: Arpt of Entry.

PULLMAN-RADIO: DME coverage 40°-136°, 30 mi; 136°-172° and 265°-306°, 40 mi at min en route alt. (6-16)

**ROMEO ARPT: Lngst rnwy & facs: 33-S5.

SALEM-RADIO: June 2, VAR shut down-conversion to VOR. (6-14)

**SOUTH HAVEN ARPT: Lngst rnwy and facs: 34-BL4-S1-U. (6-30)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 40 mi at min en route alt. (8-3)

**BRAINERD ARPT: Bcn and lights operated on prior req only. (6-24)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)

**DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.8 mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4.6 mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.

**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)

FAIRMONT ARPT: SE 2200' of NW/SE Rnwy hard surface-feathers into the NW end. (7-19)

**LITTLE FALLS ARPT: 137' rdo twr erected 1.5 mi ESE (250°T) at lat 45-56-38, long. 94-24-03. (8-4)

**MINNEAPOLIS-CRYSTAL ARPT: UNICOM (122.8 mc) inoperative. (7-8)

**MINNEAPOLIS-FLYING CLOUD ARPT: UNICOM (122.8 mc) inoperative. (7-8)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD); Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

ROCHESTER-RADIO: DME coverage 245°-200°, 50 mi and 200°-245°, 40 mi at min en route alt. (7-6)

**THIEF RIVER FALLS ARPT: Bcn and lgts on req after 2400. (6-24)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: VOR usable on arwys only. (5 9) Freq 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 50 mi at 1800'; 70°-110°, 40 mi at 1800'; 110°-175°, 30 mi at 1700'; 175°-210°, 40 mi at 1700'; 210°-310°, 50 mi at 1700'; 310°-040°, 40 mi at 1800'. (6-30)

**GULFPORT: Warning area W-453 amended: Activities to include night photographic missions. Time of Use to be unlimited during month of August. The 30-day waiting period is waived. (6-22)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

JACKSON-RADIO: About Aug 17, the Pelahatchie and Florence fan mrkrs will be perm decmsnd. (7-2)

**McCOMB-PIKE CO. ARPT: ENE/WSW strip ruf-bndry lgts discontd. (6-21)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 R toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

**MERIDIAN-KEY FLD-RADIO: Aug 5, ILS glide slope flgt-checked and cmsnd. Lctd 1000' from S end of rnwy 1. Glide angle: 2.7°. Alt over OM 1700'; MM 490'.

**WANILLA BEACON SITE 10, NEW-STL: Bcn changed from 6 to 12 rpm opern. (8-5)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg on test basis, without voice. Freq: 113.0 mc, Ident: Cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral tfc separation. (7-15)

MISSOURI: KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 1 mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-KRATZ ARPT: Longest Rnwy and fac: 32-S5. (6-28)

**ST. LOUIS-LAMBERT FLD: 689' TV twr being erected 10 mi SE (150°T) at lat. 38-37-41; long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/WNW Rnwy at lat 38-45-00, long. 90-23-00. (4-29)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

SEYMOUR-OWEN FLD: Caution - const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS- THE HAVEN ARPT: Caution - const. Use at own risk. (3-25)

MONTANA: BILLINGS-RADIO: About Aug 17, Billings FM will be perm discontd. Concurrent 19, the 2 dot prefix Park City FM ident will be discontd. (7-21) DME and VOR coverage 350° - 80°, 50 mi at 5000'; 80°-130°, 50 mi at 8000'; 130°-270°, 50 mi at 9000'; 270°-350°, 50 mi at 8000'. (7-27)

BOZEMAN-RADIO: VOR and DME coverage from 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 miat 11,000'; 185°-200°, 40 mi at 11,000'; 200°-250°, 50 mi at 11,000; 250°-290°, 50 mi at 9000'; 290°-330°, 50 mi at 11,000'. (6-16)

**BULL MOUNTAIN BCN SITE 24HLN-TWIN CITIES: Beacon changed from 6 to 12 clear fpm. No change in course lgt identification. (8-2)

BUTTE-RADIO: VOR and DME coverage 317°-352°, 40 mi at 9000'; 352°-020°, 40 mi at 10,500'; 020°-068°, 30 mi at 10,500'; 068°-080°, 40 mi at 10,500'; 080°-118°, 50 mi at 10,500'; 118°-135°, 40 mi at 11,000'; 135°-157°, 50 mi 11,500'; 157°-164°, 40 mi at 11,000'; 164°-176°, 30 mi at 11,000'; 176°-198°, 20 mi at 10,500'; 198°-220°, 30 mi at 11,000'; 220°-248°, 40 mi at 11,000'; 248°-264°, 30 mi at 11,000'; 264°-317°, 40 mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DELL ARPT SITE 28, SLC-GTF: Soon beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)

DILLON-RADIO: VOR radial 146° usable to 45 mi.

**DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 20 mi - 55°-70°, 30 mi and 70°-110°, 40 mi at 9000'; 110-150°, 20 mi - 150-260°, 30 mi at 10,000'; 260-290°, 20 mi at 9000'; 290-320°, 30 mi at 10,000'MSL.(6-16) Correct VOR alt 46-38-10, long. 113-11-09.(7-22)

**DRUMMOND ARPT: N/S strip discontinued. (7-29)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260-13°below 10,000'; 259-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: VOR and DME coverage 320-15°, 20 mi at 11,000'; 15-85°, 50 mi at 9000'; 85-200°, 10 mi at 11,000'; 200-230°, 30 mi at 11,000'; 230-250°, 40 mi at 10,000'; 250-280°, 40 mi at 11,000'; 280-320°, 50 mi at 11,000'. (6-16)

LODGE GRASS BCN SITE 34, CYS-GTF: Soon bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (. . . .). (6-15)

★MISSOULA-RADIO: VOR and DME coverage 355-40°, 20 mi at 11,000'; 40-70°, 30 mi at 11,000'; 70-110°, 20 mi at 9000'; 110-125°, 30 mi at 11,000'; 125-160°, 40 mi at 11,000'; 160-175°, 30 mi at 9000'; 175-195°, 20 mi at 9000'; 195-220°, 30 mi at 11,000'; 220-235°, 20 mi 9000'; 235-270°, 30 mi at 11,000-' 270-290°, 40 mi at 9000'; 290-355°, 30 mi at 11,000' (6-16) Correct VOR lat 46-54-29, long. 114-04-58. (7-22)

MULLAN PASS-RADIO: DME and VOR coverage 340-300°, 50 mi at 9000'; 300-340°, 40 mi at 900'. (5-21) Caution - E course LF rng has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35mi which progresses outwards with distance. (6-25)

MONTANA: WHITEHALL-RADIO: VOR and DME coverage 300-360°, 30 mi at 10,500'; 360-47°, 30 mi at 11,000'; 47-70°, 40 mi at 11,000'; 70-96°, 40 mi at 9000'; 96-118°, 30 mi at 11,000'; 118-164°, 20 mi at 11,500'; 164-197°, 40 mi at 10,500'; 197-213°, 30 mi at 11,500'; 213-228°, 20 mi at 11,500'; 228-250°, 30 mi at 11,500'; 250-277°, 30 mi at 10,000'; 299-330°, 20 mi at 10,500' (6-23) About Aug 17, Whitetail FM on N crs will be perm discontd.

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

**INDIANOLA-KANSAS RIVER DISTRICT ARPT: Abandoned. (11-5)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

LINCOLN-RADIO: About Aug 18, ILS lclzr and glide slope will be shut down for approx 10 days - modification. (8-2)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin. Bldg. --tower under const. (6-11)

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

RUSHVILLE-MODISETT ARPT: Caution-bales of hay on airport and rnwys. (7-29)

SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed. Caution - men and equip on arpt and rnwys. (7-29)

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 40 mi; 90°-125°, 30 mi; 120°-170°, 20 mi 170° 240°, 40 mi; 240°-300°, 20 mi; 300°-360°, 50 mi at 12,000'. (5-7)

ELKO ARPT: Rnwy 12-30 closed-construction. (7-30)

ELY ARPT: Const on apron. (9-2)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250° - 350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)

LOVELOCK-RADIO: VOR coverage 40-60° and 90-110°, 40 mi at 12,000'. DME coverage 5-30°, 35 mi at 12,000'; 30-60°, 40 mi at 12,000'; 60-160°, 30 mi at 12,000'; 160-240°, 50 mi at 10,000'; 240-5°, 40 mi at 12,000'. (5-6)

**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and rnwy lgts no longer avail. (6-23)

MORMON MESA-RADIO: DME coverage 350°-050°, 50 mi at 10,000'; 050°-065°, 50 mi at 13,000'; 065°-080°, 40 mi at 13,000'; 080° 105°, 50 mi at 13,000'; 105° 115°, 40 mi at 13,000'; 115-130°, 30 mi at 13,000'; 130-140°, 40 mi at 13,000'; 140-215°, 50 mi at 7000'; 215-270°, 50 mi at 12,000'; 270-280°, 40 mi at 12,000'; 280-340°, 30 mi at 12,000'; 340-350°, 50 mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 35 mi at 12,000'; 10°-35° and 45°-85°, 40 mi at 11,000'. DME coverage 45°-75°, 50 mi at 10,000'; 75°-110°, 30 mi at 12,000'; 110°-180°, 50 mi at 13,000'; 180°-200°, 30 mi at 13,000'; 200° 240°, 20 mi at 13,000'; 240°-280°, 40 mi at 11,000'; 280°-350°, 50 mi at 11,000'; 350°-45°, 40 mi at 12,000'. (5-7)

RENO ARPT: Rnwy 16-34 clsd-const., acft parked on S 3000'. (7-6)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 40 mi at 12,000'; 50°-80°, 35 mi at 12,000'. DME coverage 15°-160°, 30 mi at 12,000'; 160°-210°, 50 mi at 10,000'; 210°-250°, 30 mi at 12,000'; 250°-345°, 40 mi at 12,000'; 345° 15°, 50 mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo)

CLAREMONT ARPT: Rnwy lgts and rotating bcn inop. (6-15)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315-325°, 40 mi at 5000'; 350°-10°, 40 mi at 5000'; 10-30°, 30 mi at 5000'; 30°-75°, 40 mi at 4000'; 075-100°, 40 mi at 3500'; 100°-120°, 30 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NEW HAMPSHIRE: NASHUA-GATE CITY ARPT: Closed-construction. (4-14)

NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 30 mi; 200°-60°, 25 mi at min en route alt. DME coverage 60°-270°,30 mi at 2500'; 270°-330°, 20 mi at 4000'; 330°-60°, 30 mi at 3000'. (4-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

COLT'S NECK-RADIO: About Aug 23, VOR will be shut down for approx 3 days - modernization. (7-23)

**KEYPORT-WALLING ARPT: 150' (525' MSL) lgtd twr erected 4 mi SSW (200°T) at lat 40-22-14; long. 74-13-09. (7-28)

**MARLTON-MEDFORD ARPT: Lngst rnwy & facs: 25-*L4-S5-U. (3-10)

MILLVILLE ARPT: Caution-low maneuvers mil acft VFR days. Non-military glider operns week-ends. (5-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of centerline Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole opern durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts-mrkd. (7-28) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RICHLAND-CAVOLI'S ARPT: No. of rnwys: 1. Lngst rnwy & facs: 26-*L4-S5. (3-8)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwys 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 40' boom adj all rnwys-days only. (7-6)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20)

NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Midway Arpt. (6-25)

ALBUQUERQUE-RADIO: About Aug 17, Juan Tomas FM will be perm discontd. (7-17)

**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)

ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169° - 319° below 16,000'. (2-3)

ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution-lndg on Rnwy 21. (7-6)

**ALBUQUERQUE-WEST MESA ARPT: 100' lgtd rdo twr erected 2 mi E (97°T) at lat 35-03-12; long. 106-21-00. (8-5)

*CARLSBAD-RADIO: Correct VOR lat 32-15-23, long. 104-13-32. (7-28)

CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 50 mi at 10,000'. Coverage in Mexico not checked. (5-22)

DEMING-RADIO: About Aug 17, HW fac will be perm discontd. (7-23)

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-26)

GALLUP: Demolition activities in progress sunruse to sunset Mon thru Fri thru Sept 8, in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7) About Aug. 17, LF rng will be perm decmsnd. (7-16)

NEW MEXICO: LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. About Aug 17, Maxwell FM will be perm discontd. (7-20)

OTTO-RADIO: VOR radials usable 30 mi. (12-1)

ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)

SANTA FE-RADIO: VOR radials restricted to Arwys only. About Aug 17, H fac will be perm discontd. (7-16)

★TUCUMCARI-RADIO: Correct VOR lat 35-10-55, long. 103-35-53. (7-28)

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000'MSL. VOR has moderate scalloping SW quad.

NEW YORK: **AMITYVILLE-ZAHNS ARPT: No. of rnwys: 2. Lngst rnwy & facs: h42-L4-S5-W. Fuel: F4. Chg rem to: P-line NNE. Rgt tfc E. (7-27)

BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2,000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18,so that all manuevering will be done out of a control area. VFR opern only. (3-4)

BUFFALO-RADIO: DME coverage 40°-110°, 45 mi at min en route alt; 50 mi at all other azimuths at min en route alt. (7-6)

BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)

CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.

**DANSVILLE ARPT: Weather reports no longer available. (7-13)

ELMIRA-RADIO: VOR has roughness in all quads. (9-5)

FARMINGDLAE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: VOR coverage 50°-75°,20 mi; 75°-50°,30 mi at min en route alt. (4-29)

**ISLIP-MAC ARTHUR ARPT: All acft landing or taking off must be equip. with rdo rcvr. All acft cautioned not to use any of the turfed areas. (7-16)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

MONTAUK POINT: Anti-acft firing being conducted daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

**MT. BEACON, BCN SITE 6, LGA-KUL: Aug 4, course lights changed from clear to green. Code characteristics remain unchanged.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 95° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbo und 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.

NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S Rnwy-lnd to W. (6-22)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VFH transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area

NEW YORK: immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260° - 280° usable dist 40 mi at min en route instr alt. DME coverage 10°-265°, 50 mi at min en route alt; 265°-280°, 40 mi at 6000'; 280°-310°, 40 mi at 4700'; 310°-010°, 40 mi at 4700'. (7-12)

POUGHKEEPSIE-RADIO: DME coverage 90°-290°, 50 mi at 3000'; 290°-90°, 50 mi at 5000'.

**POUGHKEEPSIE-DUTCHESS COUNTY ARPT: Rnwy lgts 6-24, operg on req only. (7-27)

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)

ROMULUS: Caution - hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17, between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

**ROUSES POINT SEAPLANE BASE: ARPT OF ENTRY.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const on apch to Rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)

SPRING VALLEY-COUNTY ARPK: E/W Strip under const.

SYRACUSE-RADIO: VOR coverage 180°-220°, 40 mi at min en route alt. (4-29)

**SYRACUSE-HANCOCK ARPT: Radar testing opern has been extended until April 1, 1955. Four to six rounds will be fired each month. (6-22) Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8) Two 30' obst lgtd poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)

WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)

WHITE PLAINS-ESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vcnty of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: **CHAPEL HILL-WILLIAMSPORT ARPT: 75' (575' MSL) lgtd rdo twr erected 1.5 mi SE (150° T) at lat 35-54-45, long. 79-03-15. (7-22)

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10) FLD: Ctl twr atop new Admin Bldg not attended. Watch old twr for light signals. (6-8)

**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 9 mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution land on SE 50' of NE/SW Strip.

ELIZABETH CITY-RADIO: DME coverage 120°-165°, 40 mi; 165°-265°, 30 mi; 265°-30°, 40 mi at min en route alt; 30°-120°, not checked.

**GASTONIA ARPT: Rnwy 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)

**GREENSBORO-HIGH POINT ARPT: 130' (950' MSL) lgtd rdo twr 7 mi ESE (102° T) at lat 36-04-04, long. 79-48-27. (7-22) Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.

GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177° T) at lat 35-34-15, long. 77-22-49. (6-20)

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)

**LUMBERTON ARPT: Three rdo twrs each 205' (353' MSL) erected 2 mi N (5° T) at lat 34-38-28, long. 79-03-20. (7-19)

NEW BERN-RADIO: About Sept 1, VAR will be decmsnd for indefinite period - relctn and conversion to VOR. (7-23)

RALEIGH-RADIO: DME coverage 0°-120°, 50 mi; 120°-230°, 40 mi; 230°-310°, 30 mi; 310°-0°, 40 mi at min instr alt. (6-24)

NORTH CAROLINA: **RALEIGH ARPT: 200' (640' MSL) lgtd rdo twr erected 7 mi NW (343° T) at lat 35-47-00, long. 78-41-15. (7-22)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)

**TARBORO ARPT: NE/SW strip avail. 2700' with unmrkd fence SW end. 80 oct. Daytime opern. (7-21)

**THOMASVILLE ARPT: Abandoned. (10-23)

**WALLACE ARPT: Abandoned. (5-24)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft. (5-28)

WINSTON-SALEM-RADIO: About Aug 17, High Point FM will be perm decmsnd. (7-6)

WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

**FARGO-HECTOR FLD: August 31, work will be completed on 290' rdo twr 26 mi SE (120° T) lat 46-42-03, long. 86-18-10. (8-4) Men-hvy equip. on E and NE portion of arpt-crossing rnwys occasionally. Lgtd 195' (1100' MSL) grain elevator erected 2 mi SW at lat 46-52-15, long. 96-50-40. (7-18) Temp. 90' twr erected SW. Bndry, rnwy lgts on Rnwy 3-21 inop. 100' grain terminal 3 mi SW is unlgtd. (6-24)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300'. (7-31). DME coverage 20°-35°; 90°-95° and 175°-235°, 40 mi at min en route alt; 50 mi or more at all other azimuths. (7-7)

**JAMESTOWN ARPT: 200' (2107' MSL) lgtd twr 26 mi W (265° T) at lat 46-53-24, long. 99-14-40. 270' (1845' MSL) lgtd twr 10 mi WSW (253° T) at lat 46-53-37, long. 98-54-00. (7-14)

**MINOT-PORT-O-MINOT ARPT: 120' (1880' MSL) lgtd twr erected 3 mi S (203° T) at lat 48-13-37, long. 101-18-44. (7-23)

**VALLEY CITY ARPT: 280' (1825' MSL) lgtd twr erected 8 mi SW (223° T) at lat 46-50-52, long. 98-08-45. (7-14) 1086' (2481' MSL) lgtd TV twr erected 14 mi NE (35° T) at lat 47-05-29, long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: LF rng N course displaced 3° W. (7-14)

AKRON ARPT: Due to non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 40 mi; 150°-60°, 50 mi at min en route alt.

CINCINNATI ARPT: S side of fld soft during wet weather.

**CINCINNATI-GREATER CINCINNATI ARPT: 200' twr lctd 14 mi NW (287° T) at lat 39-07-20, long. 84-56-24 had been dismantled. (8-3) Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: VOR coverage 40 mi at min en route alt all azimuths. DME coverage 60°-100°, 50 mi at 2900'; 100°-145°, 40 mi at 2500'; 145°-170°, 50 mi at 2500'; 170°-190°, 40 mi at 2500'; 190°-245°, 50 mi at 2500'; 245°-310°, 40 mi at 2000'; 310°-060°, not checked.

CLEVELAND-CUYAHOGA COUNTY ARPT: Caution - const E/W Taxiway - equip. on fld.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry marker SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9)

CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operg on top of 20' hill lctd 200' E of NE end NE/SW strip. (6-10)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto. (8-10-54)

OHIO: ★COLUMBUS-RADIO: DME at VOR site test operation discontinued August 6. These data rcvd too late for inclusion on ANRA page.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 35 mi at 2400'; 220°-150°, 50 mi at 2200'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT: July 16 to Aug 16 Rnwy 18-36 closed-const. The following is effective during National Aircraft show, Sept 3 thru 7: (1) Rnwy 18-36 closed. (2) Arpt closed, xcpt scheduled commerical operns 1200 Sept 4, 5, 6. Normal operns will be resumed after end of show each day approx 1800. (3) Grass areas avail to lgt acft until 1200 Sept 4, 5, 6, upon approval of twr. Red caution flags lctd in ruf areas. (4) Acft parking on S side of arpt in grass area with adequate refueling fac. (5) Do not call Dayton Twr, but listen for instruction on 278 kc, 119.5, 126.18, 257.8 mc. (6) All acft unable to lnd at Dayton because arpt either closed or filled or because of lack of proper rdo rcvr shall land at outlying flds-Richmond, Springfield, Troy, Dahio, Piqua, and Neff. (7) Lgt acft only, use taxistrip parallel to Rnwy 6-24 on Sept 4, 5, 6 (8) Cancel VFR flight plans at the Skyways operns booth on the arpt. Rdo rcvr rqrd. Due to non visibility twr unable to ctl traffic on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (8-7)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295° 305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.
**DAYTON-SOUTH DAYTON ARPT: Abandoned. (8-5)
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
GALLIPOLIS-HOLZER ARPT: Abandoned. (10-29)
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350°-110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
**N. KINGSVILLE-STOUT ARPT: Name changed to Gardner Airpark. (7-27)
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
**PORT CLINTON-PENINSULAR ARPT: Name changed to Port Clinton Airport. E/W Strip rough, land S half mowed area. Unicom available. (7-27)
SOLON ARPT: S half of S Strip under construction--rough, do not use. (11-6)
SPRINGFIELD ARPT: NE/SW Rnwy closed-const. (7-21)
★TOLEDO-RADIO: VOR usable distance 25 mi at min en route alt. (7-7) Correct VOR lat 41-33-58, long. 83-28-53. (7-28)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt on taxiing acft.
**TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)
WATERVILLE-RADIO: VOR coverage 45 mi at min en route alt. DME coverage 120°-190°, 50 mi at 2500'; 190°-210°, 50 mi at 2200'; 210°-262°, 50 mi at 2000'; 262°-278°, 40 mi at 2000'; 278°-120°, 50 mi at 2000'. (4-29)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 50 mi at 3000'; 80°-127°, 50 mi at 4000'; 127°-259°, 30 mi at 2600'; 259°-295°, 50 mi at 2600'; 295°-315°, 50 mi at 2500'; 315°-344° 50 mi at 2000'; 344°-010°, 40 mi at 2400'. About Aug 17, Gustavus FM will be perm decmsnd. (7-20)
YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of conrete NW/SE taxiway from the intersection of the E/W Taxiway NW to the end.
OKLAHOMA: ARDMORE-RADIO: DME coverage 30°-230°, 50 mi at 2300'; 230°-280°, 40 mi at 2300'; 280°-340°, 50 mi at 2700'; 340°-30°, 50 mi at 2700'. (6-10)
**ARDMORE ARPT 10, FTW-ICT: Abandoned in error. This corrects AIRGI Vol 9, No. 7, dated June 15. Effect. July 1, bcn and fld lgts will be discontd. Airport will continue to be operated by city. (7-1)
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd.
GAGE ARPT, SITE 13, AMA-MKC: Closed all ngt and air carriers operns. NE/SW Rnwy SW of intsxn closed to all operns-holes on rnwy.
HOBART-RADIO: VOR restricted to arwy use only-moderate to severe bends and scalloping
**HOLLIS ARPT: Abandoned.
OKLAHOMA CITY-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 2500'. About Aug 17, Washington FM will be perm decmsnd. (7-17)
OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME at ILS glide slope site coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-24) FLD: N taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turnarounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings.
**SEMINOLE ARPT: 210' (1260' MSL) lgtd twr erected 3 mi S (180°T) at lat 35-13-30, long. 96-41-10. (8-4)
TULSA-RADIO: DME coverage 230°-250°, 40 mi at 2600'; 250°-330°, 50 mi at 2600'; 330°-360°, 50 mi at 2200'. (5-15)
TUSLA ARPT: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. (7-22)
OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted during daylgt hrs on following dates: August 22, September 12, October 10. (5-28)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000'; 125° lmtd 36 mi usable dist at 9000', alt radial 140° lmtd to 37 mi usable dist at 9000'. (4-23)
BEAVER MARSH ARPT, SITE 73, RIV-DLS: Soon, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)
CASCADE LOCKS, BCN SITE 4, PDX-SPO: Soon, bcn will be changed from 6 to 12 flashes per min. Crs lgts remain unchanged. (7-3)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad-caution. (8-3)
EUGENE-MAHLON SWEET FLD-RADIO: About Aug 25, ILS will be shut down until approx Oct 25-modernization (8-3)
HERMISTON: Demoliton approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20, S-lat 45-49-40; W-long. 119-30-47. (2-2)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 40 mi at 10,500'; 275°-305°, 30 mi at 10,500'. (4-23)
**LAKEVIEW ARPT: Unicom avail. (7-14)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
MEDFORD ARPT: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PENDLETON ARPT-TOWER: About Aug 10, ILS will be shut down-modernization. FLD: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require, after notification of twr (8-6)
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 40 mi at 8000'; 17°-60°, 40 mi at 7000'; 60°-86°, 30 mi at 7000'; 86°-152°, 50 mi at 7000'; 152°-178°, 50 mi at 4000'; 178°-188°, 50 mi at 5000'; 188°-245°, 50 mi at 5500'; 245°-327°, 50 mi at 5000'; 327°-337°, 40 mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
PORTLAND-SKYLIFE ARPT: INACTIVE. Effect. Oct 1, fld will be abandoned.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY FLD-TOWER: About Aug 17, ILS will be shut down for approx 7 days-modernization. (8-3) FLD: Extreme caution when using unpaved areas. Equip on fld.
SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races on the following dates: August 15 and 29. (7-13)

(8-10-54)

OREGON: THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasinally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29) About Aug 17, Topton FM will be perm decmsnd. (7-20)
**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 7 mi S (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)
AMBLER-WINGS FLD: Rnwys 6/24, 18/36 clsd, re-surfacing. Turf E of 6/24 available lndgs with caution. (8-2)
BERWICK ARPT: Aug 16 thru Aug 21 arpt will be clsd - to be used as a base for the town fair. Fireworks ngt of the 21st. (7-20)
BRISTOL-3M ARPT: Caution-const equip. on S apch N/S Rnwy-hazardous. (10-29)
BUTLER-RADIO: H fac usable dist 20 to 30 mi - due hvy interference from Lansing, Mich. LF rng. (6-17)
CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
**CHESTER-BUCKMAN ARPT: Abandoned.
ERIE-RADIO: VOR usable dist 40 mi V-37 at 3000', 50 mi all other Victor Arwys, 40 mi at all other azimuths at min en route alt. (8-3) DME coverage 40 mi at min en route instr alt. About Aug 15, ILS lclzr and glide slope will be shut down for approx 3 days - antenna modernization. (7-16)
**GREENSBURG ARPT: Abandoned. (7-7)
HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 40 mi. VOR coverage 100°-140°, 30 mi; 140°-230°, 40 mi at min en route alt. DME coverage 50°-70°, 50 mi at 3500'; 70°-150°, 50 mi at 2500'; 150°-210°, 40 mi at 3000'; 210°-240°, 40 mi at 5500'; 240°-280°, 45 mi at 5500'; 280°-310°, 30 mi at 5500'; 310°-330°, 30 mi at 4000'; 330°-350°, 20 mi at 4000'; 350°-50°, 20 mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of Taxiway serving Rnwy 2. (5-6)
HAZLETON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)
JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd: at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279'MSL. Monitoring Category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (8-4)
**LEESPORT-MARELLO ARPT: New Field. Type: P. Lat 40-48; long. 75-56. Lctn: 2 NE. Elev: 570. No. of rnwys: 2. Lngst rnwy & facs: 22-S3. Fuel: F1. Rem: N blkd;p-line E.
**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)
**MURDOCKSVILLE-SUNNYHILL ARPT: Abandoned. (10-28)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)
PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park, 7 mi NNE Philadelphia Arpt, between 1330 and 2200. Music festivals.
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Unlgtd water twr under constr 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.
PHILIPSBURG-RADIO: DME coverage 70°-350°, 50 mi at 4000'; 350°-70°, 50 mi at 4500'.
PITTSBURGH-ALLEGHENY COUNTY ARPT: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const - N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line - extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwy 12-30 closed entire length. (7-16)
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)
SELINSGROVE-RADIO: VOR coverage 30 mi at min en route alt. DME coverage 5°-100°,

PENNSYLVANIA: 40 mi at 4000'; 100°-120°, 30 mi at 4000'; 120°-150°, 20 mi at 4000'; 150°-180°, 30 mi at 3500', 180°-215°, 40 mi at 3500'; 215°-255°, 40 mi at 4000'; 255°-305°, 30 mi at 4000'; 305°-335°, 40 mi at 4000', 335°-005°, 30 mi at 4000'.
WASHINGTON ARPT: E/W Strip clsd. (4-28)
WELLSBORO-GRAND CANYON ARPT: Caution, construction. Men and equip. on fld. (5-26)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.
WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)
SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)
**ANDERSON ARPT: 86' (873'MSL) lgtd rdo twr erected 3 mi NE (65°T) at lat 34-30-38; long. 82-89-08. (7-1)
BEAUFORT-COUNTY ARPT: Construction equip. on fld. No crash or communication facs. Not safe to land. (7-30)
CALHOUN FALLS-BENTLEY ARPT: Closed. (3-25)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)
CHARLESTON AFB ARPT-TOWER: ILS glide slope shut down for modernization.
**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 9 mi NE (43°T) at lat 32-47-53; long. 79-53-51. (7-22)
COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 270° thru 0° to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)
COLUMBIA ARPT: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-28)
FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)
**GREENVILLE-JONES UNIVERSITY ARPT: Abandoned. (10-27)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch. (6-23)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
**MILLER ARPT: 24" clear beacon rotating 12 rpm in opern. (7-6)
PHILIP-RADIO: About Aug 17, BMH fac will be perm discontd. (7-23)
PHILIP ARPT, SITE 31,CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY-RADIO: VOR occasional crs roughness within 25 mi of stn. All crs usable at min alt. Crs 65°clockwise-85°displaced up to 2°beyond tolerance counterclockwise. Crs 130°clockwise-185°displaced up to 4°counterclockwise in excess of allowable tolerance.
BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to Fld. About Aug 23, ILS glide slope will be shut down for approx 3 weeks - installation new equip. (8-5)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW LF rng.

TENNESSEE: CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service until Sept. 1 - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (7-7)

**ELIZABETHTON-CARDEN ARPT: ABANDONED. (8-2)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 30 mi, 140°-290°, 20 mi, 290°-310°, 30 mi, 310°-120°, 40 mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7) About Aug. 17, Watts Bar FM will be perm discontd. (7-16) DME coverage: more than 50 mi at min en route alt. (7-27)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 40 mi at min en route alt. DME coverage 50 mi at min en route alt in all azimuths xcpt 190°-200°, 40 mi; 200°-230°, 30 mi; 230°-260°, 40 mi. (6-17)

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°-270°, 40 mi. (6-15)

**NASHVILLE-BERRY FIELD: 1179' lgtd TV twr erected 11.5 mi NW (328°T) at lat. 36-16-05, long. 86-47-18. (7-15) Construction - new 60' tfc ctl twr being erected 830' N of NW end Runway 15-33 and 970' W Runway 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage: 20°-100°, 50 mi at 3000'; 100°-195°, 50 mi at 4000'; 195°-215°, 40 mi at 4000'; 215°-20°, 50 mi at 4000' MSL. (6-21) About Aug. 17, Phantom Hill FM will be perm decmsnd. (7-16)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R. I. RR about 7 mi W of Amarillo; Exell Helium Plant on S. F. RR about 35 mi N.

AMARILLO-RADIO: About Aug. 17, Soncy FM will be perm decmsnd. (7-17)

AUSTIN-RADIO: DME coverage 360°-110°, 50 mi at 2000'; 110°-220°, 50 mi at 2500'; 220°-250°, 50 mi at 3000'; 250°-330°, 50 mi at 3500'; coverage over Danger Area 343, 330°-360° not certified. (6-10)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

**BEAUMONT-JEFFERSON CO. ARPT: 200' (218' MSL) rdo twr erected 4.5 mi NNW (340° T) at lat 30-01-05, long. 94-02-40. (7-17)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

★BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DME coverage: 20°-130°, 50 mi at 4000'; 130°-190°, 40 mi at 4000'; 190°-260°, 50 mi at 4500'; 260°-350°, 50 mi at 5000'; 350°-20°, 50 mi at 4500' MSL. Correct LF rng lat 32-14-04, long. 101-35-53. Correct VOR lat 32-16-35, long. 101-27-58.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

**BOWIE ARPT: Correct height rdo twr 2 mi NE 330' (1457' MSL). (6-11)

BRADY-CURTISS ARPT: Caution - NW/SE rnwy clsd - const. (1-28)

BRYAN AFB-RADIO: USAF VHF/DF trng status only. (6-14)

CHILDRESS-RADIO: Omnirng radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 30 mi at 2000'; 95°-110°, 40 mi at 2000'; 110°-135°, 40 mi at 1600'; 135°-165°, 40 mi at 2000', 165°-315°, 50 mi at 2000'.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.

**CROSS PLAINS-BRYANT ARPT: 121' (1796' MSL) lgtd rdo twr erected 1.4 mi S (195° T) at lat 32-07-25; long. 99-10-00. (7-16)

CULBERSON-RADIO: DME coverage: 140°-250°, 50 mi at 9000'; 250°-265°, 40 mi at 7500'; 265°-280°, 50 mi at 8000'; 280°-340°, 40 mi at 10,800'; 340°-140°, 50 mi at 7500'. (7-1)

**DALHART ARPT: Use runways. Only rnwys 17-35 and 3-21 lgtd. (6-24)

DALLAS-RADIO: DME coverage 50 mi in all quads at 2200'. About Aug. 17, Fornez FM will be perm decmsnd. (7-17)

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Aug. 15.

TEXAS: Effect. Aug 10, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Love Fld. These procedures are described generally on page 66, Volume 8 of FIM. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl. (7-19) FLD: Exten. const SE end rnwy 13-31. Rnwy may be clsd short periods. SE end rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs - men and equip. on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000 and 2000 feet NW end rnwy 13; 400' SW of center of rnwy - unlgtd. (6-2)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

**EDINBURG-CLAY ARPT: 257' (347' MSL) lgtd rdo twr erected 1 mi SW (240° T) at lat. 26-18-50, long. 98-10-45. (8-3)

EL PASO-RADIO: DME coverage 010°-100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240°-265°, 40 mi at 8500', 265°-300°, 30 mi at 10,000', 300°-320°, 50 mi at 10,000'.

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

EL PASO INTERNATIONAL ARPT: Acft will fly one base lgt of 90° to tfc pat on entry and one cross wind lgt to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. (3-17) Sept. 1, neon apch lgt g Rnwy 22 inop. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equip. on fld daylight hrs. (8-3)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping. About Aug. 17, Haslet FM will be perm decmsnd. (7-17)

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 8 mi SE (128°T) at lat. 32-45-01, long. 97-16-07. (7-6)

GALVESTON-RADIO: April 23, VOR shut down for relctn.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00, long. 96-32-00.

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

HOUSTON-RADIO: About Aug. 17, Webster FM will be perm decmsnd. (7-17)

HOUSTON ARPT: 109' MSL lgtd drilling derrick erected until Aug. 10, 1954, lctd 950' from NW apch end Rnwy 12. (7-16) Deep ruts in E shoulder of NW/SE rnwy. (12-4)

★HUDSPETH-RADIO: DME coverage: 50°-80°, 50 mi at 8500'; 80°-260°, 50 mi at 9000'; 260°-290°, 50 mi at 8000'; 290°-030°, 50 mi at 9000'; 30°-50°, 50 mi at 10,800'. (6-23) Correct VOR lat 31-34-08, long. 105-22-32. (7-29)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

**KERMIT ARPT: 290' (3190' MSL) lgtd rdo twr erected 6 mi N (13°T) at lat. 31-56-30; long. 103-03-20. (7-16)

LUFKIN-RADIC: DME coverage 125°-145°, 50 mi at 1500'; 145°-280°, 40 mi at 1500'; 280°-305°, 40 mi at 1700'; 305°-315°, 30 mi at 1700'; 315°-335°, 40 mi at 1700'; 335°-15° 40 mi at 2000'; 15°-60°, 40 mi at 1700'; 60°-125°, 40 mi at 1500'. (6-22)

**LUFKIN ARPT: Abandoned. (8-5)

McALLEN-MILLER ARPT: Rnwy 18 clsd to take-offs and landings - mrkd. (6-7)

MIDLAND AIRPARK-TOWER: Effective March 1, and until September 1, USAF mobile tower controls all military and civil traffic on following frequencies: transmitts 396 kc; 121.5, 126.18 mc. Rcvgs: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26)

MIDLAND-RADIO: DME coverage: 40°-70°, 50 mi at 4000'; 70°-260°, 50 mi at 4500'; 260°-40°, 50 mi at 5000'. (6-30) About August 17, Stanton fan marker will be perm decmsnd. (7-16)

TEXAS: MIDLAND ARPK: NW/SE rnwy clsd to all acft durg daylgt hrs on week-days until Sept 1, because of parked mil acft on rnwy. While arpt is being used by mil acft an Air Force mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)

MINERAL WELLS-RADIO: DME coverage 95°-180°, 50 mi at 2500'; 180°-230°, 50 mi at 3000'; 230°-260°, 40 mi at 3000'; 260°-350°, 50 mi at 3000'; 350°-95°, 40 mi at 2500'. (6-24)

ODESSA-ECTOR COUNTY ARPT: Caution-NW/SE Strip clsd-men and equip. on fld. (6-6)

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

POTEET ARPT: Closed-const. (11-20)

QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip -usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 50 mi at 9000'; 250°-290°, 50 mi at 8500'; 290°-015°, 50 mi at 9000'; 015°-045°, 30 mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

**SAN ANGELO-MATHIS ARPT: 288' (2568' MSL) lgtd rdo twr erected 4 mi NW (315° T) at lat 31-24-40, long. 100-32-25. (8-3)

SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)

SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)

**SAN MARCOS-THOMPSON FLD: Abandoned. (7-19)

SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000'. (2-19)

**SNYDER-WINSTON ARPT: 227' (2677' MSL) rdo twr erected 6 mi N (352° T) at lat 32-47-05, long 100-57-50. (7-27)

SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.

WACO-RADIO: DME coverage 190°-290°, 40 mi at 2300'; 290°-190°, 50 mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)

**WESTLACO-MID VALLEY ARPT: 359' (429' MSL) lgtd rdo twr erected 0.8 mi W (255° T) at lat 26-10-05, long. 97-59-59. (7-16)

WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd-const., mrkd. (7-7)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only. (8-4)

UTAH: BRYCE CANYON-RADIO: DME coverage 330°-350°, 50 mi at 13,500'; 350°-330°, 50 mi at 13,000'. (4-28) VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 40 mi at 11,000'. DME coverage 20°-40°, 50 mi at 13,000'; 40°-90°, 30 mi at 13,000'; 90°-170°, 50 mi at 13,000'; 170°-230°, 50 mi at 9000'; 230°-20°, 50 mi at 11,000'. (5-8)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 40 mi at 10,000'; 172°-190°, 30 mi at 13,000'.

MILFORD-RADIO: VOR coverage 20°-140°, 25 mi; 235°-330°, 40 mi at min en route alt. DME coverage 40°-120°, 20 mi at 13,000'; 120°-160°, 50 mi at 13,000'; 160°-210°, 50 mi at 10,000'; 210°-230°, 50 mi at 12,000'; 230°-310°, 50 mi at 12,000'; 310°-355°, 50 mi at 11,000'; 355°-40°, 50 mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 35 mi at 11,000'. (7-30) DME coverage 360°-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000'. (4-16)

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'; 35 mi at 11,000'. (3-24) DME coverage 20°-140°, 20 mi at 13,000'; 140°-180°, 50 mi at 12,000'; 180°-235°, 40 mi at 12,000'; 235°-340°, 50 mi at 9000'; 340°-20°, 30 mi at 12,000'. (5-10)

SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)

WENDOVER-RADIO: DME coverage 160°-220°, 50 mi at 11,000'; 220°-295°, 50 mi at 12,000'; 295°-350°, 40 mi at 12,000'; 350°-160°, 50 mi at 9000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montepelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)

VERMONT: BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)

BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8)

VIRGINIA: **ALEXANDRIA-BEACON FLD: Fld is open - notam closing fld, in error. (7-2)

**BRISTOL ARPT: Abandoned. (8-2)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

**DELTAVILLE-BERRYVILLE ARPT: Abandoned. (6-24)

**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy and facs: 30-BL2,4-S5-U. 80, 91 oct. This corrects Airgi Vol. 9, No. 7, dated June 15.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-10°, 40 mi at 4000'. DME at VOR site shut down. (3-13)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 40 mi at 1500'; 75°-85°, 35 mi at 1500'; 85°-130°, 40 mi at 1500'; 130°-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 25 mi at min en route instr alt. (5-20)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop ngts.

MANASSAS ARPT: Closed - const. (4-29)

MONTEBELLO-RADIO: DME coverage 210°-90°, 50 mi at 6000'; 90°-150°, 50 mi at 3000'; 150°-180°, 40 mi at 3000'; 180°-210°, 40 mi at 5000'. (7-6) VOR coverage 110°-220°, 40 mi at min en route alt. (7-13)

NORFOLK-RADIO: Visual courses VAR slightly rough. ASR PPI apchs not avail. to Rnwy 22, 31 and 13. (8-6)

PULASKI-RADIO: VOR coverage 305°-15°, 25 mi; 15°-55° and 195°-210°, 40 mi at min instr alt. DME coverage 10°-40°, 40 mi at 6000'; 40°-120°, 50 mi at 6000'; 120°-200°, 40 mi at 6000'; 200°-225°, 30 mi at 6000'; 225°-255°, 50 mi at 6000'; 255°-010°, 30 mi at 6000'.

RICHMOND-BYRD ARPT-TOWER: ILS LOM usable dist 15 mi during normal atmospheric conditions. (7-19) FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to Rnwy 2-20. Caution soft shoulders Rnwy 6-24. (5-6)

ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2000' Rnwy 1 closed to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 30 mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 30 mi at 5500'; 175°-260°, 50 mi at 10,000'; 260°-290°, 50 mi at 8000'; 290°-40°, 30 mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 350°-124°, 50 mi at 5000'; 124°-209°, unknown prohibited area; 209°-227°, 50 mi at 7000'; 227°-280°, 40 mi at 8000'; 280°-340°, 30 mi at 5000'; 340°-350°, 40 mi at 5000'.

ESPANOLA BCN SITE 22, SEA-HLN: Soon, beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'. USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025°-098° below 9000' due terrain limitations.

HOQUIAM-RADIO: DME coverage 35°-50°, 50 mi at 3500'; 50°-155°, 50 mi at 7000'; 155°-35°, 50 mi at 5000'. (5-18)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd. (6-14)

**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 7 mi NE (63° T) at lat 47-28-43, long. 122-32-32. (7-26)

**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (2-9)

WASHINGTON: SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.

★SPOKANE-RADIO: VOR and DME coverage 36°-152°, 50 mi at 7000';152°-224°, 50 mi at 5000';224°-264°, 50 mi at 6000';264°-36°, 50 mi at 8000'. (6-17) Correct VOR lat 47-33-54, long. 117-37-33. (7-22)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000';70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; trng status. (5-27)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr.

TACOMA-McCHORD AFB-RADIO: All courses LF rng have splits and multiples beyond 20 mi. (6-3) USAF UHF/DF unreliable below 10,000' on inbound 130-175°. (6-22)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W rnwy to S of centerline of apch.

CHARLESTON-RADIO: VOR coverage 10°-58°, 30 mi at 3000'; 270°-330°, 30 mi at 2500'. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)

**CHARLESTON-KANAWHA CO. ARPT: 70' (1236'MSL) lgtd rdo twr erected 1 mi SW (230°T) at lat. 38-21-26, long. 81-36-20. (7-19) 649' (1549'MSL) lgtd TV twr erected 5.2 mi WNW (275°T) at lat 38-22-36, long. 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10) DME coverage 35°-95°, 50 mi at 6800';95°-120°, 40 mi at 6800'; 120°-165°, 30 mi at 6800';165°-195°, 40 mi at 6800';195°-220°, 50 mi at 6800';220°-35°, 50 mi at 5000'. (7-1)

ELKINS ARPT: Taxiway clsd for maint from ramp to end Rnwy 31, approx 50' left side taxiway from intsxn to ramp-very ruf. (8-2)

MARTINSBURG-RADIO: DME coverage 50°-95°, 40 mi at 2500';95°-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)

MARTINSBURG ARPT: Glider flying-peak activity expected on week ends and holidays.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)

**WINFIELD-CLARK ARPT: 200' (1307'MSL) lgtd twr erected 13 mi W (265°T) at lat. 38-26-40, long. 82-03-29.

WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .5° in excess of tolerance from azimuth angles 95° thru 125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220° thru 245°. (8-10)

**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chamber of Commerce

JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)

**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36" rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.

LONE ROCK ARPT, 15, CHI-MPS: Aug 17 Intermediate Fld will be perm discontd. (7-23)

MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution-lndg jet interceptor acft using tactical left hand over-head appchs at 2300' MSL. (3-30)

MARSHFIELD ARPT: Caution-construction. NW/SE Strip. (6-30)

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 40 mi; 200°-190°, 50 mi at min en route alt. (6-11)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 26, VHF/DF recmsnd, not flgt-checked at combined stn/twr. (8-5) FLD: Rnwy 13-31, Rnwy 6-24 clsd 0800-1600.

RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE Strip. Men and equip on fld. (6-22)

WISCONSIN:

WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)

WAUKESHA-COUNTY ARPT: Caution-E/W Strip under const. Men and equip. on fld.

WYOMING: CASPER: Temp Controlled Firing Area will be conducted until September 1, in following described area: Bounded by lat 43° to 43°-04'; long. 107°-20' to 107°-30'. Altitude: Surface to 16,000' MSL. Time of Use: Daylight hours. Activities Conducted: Air-to-ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard 600 E 25th St., Casper, Wyoming. (7-23)

CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 7 mi. Not to be used for auto. pilot apchs. About Aug 17, Midwest FM will be perm discontd. (7-15)

CASPER-NATRONA COUNTY ARPT-TOWER: Effect. thru Sept. 5, twr in opern by AF personnel. Trans. 278 kc; 243.0, 236.6, 126.18, 121.5, 118.3 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 121.5, 126.18, 236.6, 243.0 mc. Hrs of opern: 1200-0600 daily. VHF/DF on 137.88 mc. UHF/DF on 305.4 mc. Standard lgt signals from twr for acft not equipped with rdo.

CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10°-120°, 7300'; 120°-180°, 7500'; 180°-280°, 11,000'; 280°-325°, 10,500';325°-340°, 9000';340°-10°, 7500'. (5-5) About Aug 17, Hillsdale FM will be perm discontd. (7-15)

CHEYENNE ARPT-TOWER: July 1, ILS shut down until approx Oct. 1. FLD: Rnwy const. Clsd to transient jet acft will approx Oct 1, except in emergencies.

FT. BRIDGER-RADIO: About Aug 17, Evanston FM will be perm discontd. (7-15)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

LARAMIE-RADIO: DME coverage 360°-155°, 50 mi at 11,000';155°-225°, 40 mi at 15,000'; 225°-300°, 30 mi at 15,000'; 300°-360°, 50 mi at 11,000'. (7-2)

LARAMIE-BREES FLD: Caution deer on fld. (6-29)

ROCK RIVER-RADIO: DME coverage 360°-40°, 50 mi at 11,000';40°-110°, 50 mi at 11,300'; 110°-160°, 50 mi at 11,000'; 160°-230°, 50 mi at 15,000';230°-360°, 50 mi at 12,000'.

ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd.-mrkd. (3-18)

SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of August 9, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 113.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 113.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 34, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., AFB
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine

(8-10-54)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ABILENE, TEXAS New Abilene Airport 1778 SBRAZ - VDT - ABI Procedure No. 1 Effective date: 8/27/54	Abilene VOR	081 11.0	3100	W side N crs 360 - outbnd 180 - inbnd 3000'- within 15 mi.	2400	171 3.2	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 3.2 miles, climb to 3800' on S crs (180°) within 25 miles. CAUTION: Radio tower 2810' 10.0 miles S of airport.
	Int. N crs ABI-LFR & 043° radial from ABI-VOR (final)	180 9.0	2400							
AMARILLO, TEXAS Air Terminal 3604 SBRAZ - DTV - AMA Procedure No. 1 Effective date: 8/23, 54	Amarillo VOR	222 7.0	4700	S side of W crs 257 - outbnd 077 - inbnd 5000'- within 15 mi	4500	077 2.1	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1.5 800-2	Within 2.1 miles climb to 4700' on E crs of Amarillo LFR or when directed by ATC turn right and climb to 5000' on SW crs of Amarillo LFR within 25 miles. (I) Soncy Intersection - W crs of Amarillo LFR and 302° bearing from LOM.
	Saint Francis MHW	220 8.0	4700							
	Soncy Int. (final) (I)	077 5.0	4500							
ARCATA, CALIF. Arcata Airport 217 SBMRLZ - DTV - ACV Procedure No. 1 Effective date: 8/16/54	Int W crs FJS LFR and radial 003° FOT VOR	184 35.0	6000	S side W crs 274 - outbnd 094 - inbnd 1500'- within 10 mi (NA beyond 10 mi)	700	001 3.1	T-dn C-dn A-dn	300-1 500-2 1000-2	300-1 500-2 1000-2	Within 0.0 miles...make a left turn and climb to 3000' or on top, on W crs of ACV LFR within 10 miles. Approaches from all other directions must be made on top with tops not above 10,000' MSL.
	FOT VOR	358 18.5	2000							
	Int. W crs ACV LFR and radial 160° CEC VOR or radial 341° FOT VOR	094 6.5	1500							
BAKER, OREGON Baker Airport 3368 SBRAZ - DTV - BKE Procedure No. 1 Effective date: 8/23/54	BKE VOR	286 2.1	7000	*E side NW crs 300 - outbnd 120 - inbnd 7000'- within 10 mi 9000'- within 15 mi (NA beyond 15 mi)	5100	111 1.8	T-d T-n C-d C-n A-dn	1000-1 1000-2 1700-1 1700-2 1700-2	1000-1 1000-2 1700-1 1700-2 1700-2	Within 0.0 miles of BKE LFR turn left, climb to 9000' on NW crs within 15 miles of BKE LFR. *Procedure turn E side for more favorable terrain.
BLYTHE, CALIF. Blythe Airport 315 SBMRAZ - VDT - BLH Procedure No. 1 Effective date: 8, 16/54	Blythe VOR	074 7.0	5000	W side S crs 165 - outbnd 345 - inbnd 2000'- within 10 mi 3000'- within 15 mi 4000'- within 25 mi	1200	268 4.1	T-d T-n C-dn A-dn	500-1 800-2 800-2 800-2	500-1 800-2 800-2 800-2	Within 0.0 miles make 180° left turn and climb to 5000' on S crs within 25 mi of LFR Caution: 1800' terrain 9.0 mi W of apch crs 5 mi from range.
CHEYENNE, WYO. Cheyenne Airport 6156 SBRAZ - VDT CYS & LOM- CY Procedure No. 2 Effective date: 8 17. 54	Silver Crown FM	102 13.0 to LFR	8000	N side E crs 076 - outbnd 256 - inbnd 7300'- within 15 mi E of ILS LOM	7300 (beam ILS LOM*)	256 6.1 (from ILS LOM)	T-dn C-dn S-dn 26 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 6.1 miles after passing ILS LOM, climb to 7500' on S crs. Alternate missed approach when directed by ATC, climb to 7500' on N crs CYS LFR within 25 miles. Notes: * ILS LOM must be received on ALF, freq 219 kc. Ident. CY.
DAGGETT, CALIF. Daggett Airport 1527 SBRAZ - DTV - DAG Procedure No. 1 Effective date: 8, 16/54	Daggett VOR	235 5.0	6000	N side W crs 244 - outbnd 064 - inbnd 6000'- within 25 mi	3900	on arpt.	*T-dn C-dn A-dn	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	Within 0.0 miles..climb to 6000' on E crs *500-1 for take-offs on Runways 3 & 7.
DELTA, UTAH Municipal Airport 4755 SBRAZ - DTV - DTA Procedure No. 1 Effective date: 8/16/54	Delta VOR	303 3.5	7000	W side of SW crs 188 - outbnd 008 - inbnd 7000'- within 15 mi 8000'- within 25 mi	5800	018 3.6	T-d T-n C-dn A-dn	500-1 500-2 800-2 800-2	500-1 500-2 800-2 800-2	Within 3.6 miles-climb to 11,000' on NE crs.
DYERSBURG, TENN. Municipal Airport Procedure No. 1 Dated 1-3/51	PROCEDURE CANCELLED effective date: 8/26/54									
GLENDALE, CALIF. Grand Central Airport Dated 3-10-48	PROCEDURE CANCELLED effective date: 8/16/54									
KLAMATH FALLS, ORE. Klamath Falls Airport 4068 SBRAZ - VDT - LMT Procedure No. 1 Effective date: 8-16/54	Klamath Falls VOR	155 2.5	8000	E side of S crs 162 - outbnd 342 - inbnd 8000'- within 12 mi (NA beyond 15, 20 & 25 mi).	5900	338 2.5	T-d T-n C-d C-n A-dn	1500-1 1500-2 1800-1 1800-2 1800-2	1500-1 1500-2 1800-1.5 1800-2 1800-2	Within 2.5 miles turn left climb to 9000' on S crs of Klamath Falls LFR within 15 miles of station.
	Modoc Int.	162 15.0	9000							
KNOXVILLE, TENN. McGhee-Tyson Airport 969 SBRAZ - VDT - TYS Procedure No. 1 Effective date: 8/21/54	Piedmont FM	243 23.0	2400	*E side N crs 354 - outbnd 174 - inbnd 3000'- within 15 mi	2000	197 2.7	T-dn C-d C-n A-dn	300-1 500-1 500-1.5 800-2	300-1 500-1.5 500-1.5 800-2	Within 2.7 miles climb to 3000' on W (250°) crs within 25 miles. *Non standard procedure turn due to prohibited area on W side of crs.
	Tallassee FM	012 23.0	2500							
	Inskip FM (final)	174 11.0	2000							
	Knoxville -BVOR	230 5.0	2400							
LAS VEGAS, NEV. McCarran Field 2171 SBMRAZ - DTV LAS Procedure No. 1 Effective date: 8/16/54	Goodsprings HW	023 33.0	7500	S side of SW crs 203 - outbnd 023 - inbnd 5000'- within 15 mi 7000'- within 20 mi 10,000'-within 25 mi	3700	195 10.2	T-dn C-dn A-dn	800-2 1500-2 1500-2	800-2 1500-2 1500-2	Within 0.0 miles climb to 7000 feet on NE crs within 20 mi of LFR. Shuttle: to 7000' on NE and/or SW crs within 20 mi of LFR. turn S side of crs.
	Las Vegas VOR	012 10.0	5100							
Procedure No. 2 Effective date: 8/16/54	Goodsprings HW	023 33.0	7500	E side of NE crs 028 - outbnd 208 - inbnd 5100'- within 10 mi 6800'-within 25 mi	4600* LFR 3200 VOR	See note*	T-dn C-dn A-dn	800-2 1000-1 1000-2	800-2 1000-1.5 1000-2	Within 0.0 miles after passing LAS VOR turn left (south), climb to 7000' on track of 070° within 25 mi LAS VOR. *after passing LAS LFR turn right to 225° then intercept and fly inbound on a track of 180° to the LAS VOR.
	LAS VOR	012 10.0	5100							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (8-10-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LEWISTOWN, MONT. Lewistown Airport 4209 SBRAZ - DTV - LWT Procedure No. 1 Effective date: 8/16/54	Stanford FM (final)	088 29.0	5000	S side W crs 268 - outbnd 088 - inbnd 6000' - within 25 mi	5000	091 2.9	T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2	Within 2.9 miles turn right climb to 6000' on W crs LWT LFR within 25 miles.
	Lewistown VOR	041 3.0	6000							
MISSOULA, MONT. Missoula County Airport 3203 SBMRAZ - DTV - MSO Procedure No. 1 Effective date: 8/16/54	Alberton FM (final)	096 15.0	6200	°N side of NW crs 276 - outbnd 096 - inbnd 8000' - within 10 mi 8300' - within 15 mi 9000' - within 25 mi	6200	120 1.5	T-dn C-dn A-dn	2500-2 3000-2 3000-2	2500-2 3000-2 3000-2	Within 1.5 miles turn right and climb to 9000' on NW crs 276° outbnd within 10 mi of MSO LFR. °Procedure turn N for more favorable terrain.
NEW ORLEANS, LA. Moisant International Airport 3 SBRAZ - MSY Procedure No. 1 Effective date: 8/30/54	Bayou St. John FM (final)	253 8.0	900	N side E crs 073 - outbnd 253 - inbnd 1400' - within 15 mi	900	267 3.1	T-dn C-dn S-dn* 28 A-dn	300-1 500-1 * 500-1 800-2	300-1 500-1.5 * 500-1 800-2	Within 3.1 miles climb to 1400' on W (092) crs. within 25 miles, or when directed by ATC, turn left, climb to 1400' on S crs (171) within 25 miles. *579' FPM descent required at 120 mph. Caution: 409' WWL rdo antenna located 2.7 miles north of airport. 449' electric transmission towers located 3.9 miles S of LFR or 5.0 miles SE of airport.
	New Orleans VOR	060 6.0	1400							
	Madisonville FM	173 32.0	1400							
SAN FRANCISCO, CALIF. San Francisco International Airport 11 SBMRLZ - DTV - SFO Procedure No: 1 Effective date: 8/17/54	Bay Point FM	200 35.0	3000*	E side of SE crs 108 - outbnd 288 - inbnd 1500' - within 15 mi (NA beyond 15 mi)	* 1060	292 3.0	T-dn C-dn S-dn 28 A-dn	300-1 500-1 500-1 800-2	300-1 600-1.5 500-1 800-2	Within 2.0 miles, climb to 3000' on NW crs within 25 miles of SFO LFR. *When an altitude below 5000' is used from the NE flight as far as Oakland must be conducted via the NE crs of Oakland LFR to provide adequate lateral clearance from Mt. Diablo (3925' MSL). #If Belmont intersection is received, descent to 800' over LFR on final approach is authorized.
	NE crs Moffett LFR	286 21.0	1700							
	SFO VOR	287 23.0	1700							
	Belmont Int. (Int of SE crs of SFO LFR and 333° bearing to SFO ILS LOM or 164° radial from OAK VOR) (final)	288 6.0	800							
	Half Moon Bay Int.	050 11.0	3000							
WALNUT RIDGE, ARK. Municipal Airport Procedure No. 1 Dated: 5/13/53	PROCEDURE CANCELLED effective date: 8/26/54.									
WINSLOW, ARIZ. Municipal Airport 4937 SBRAZ - VDT - INW Procedure No. 1 Effective date: 8/17/54				W side N crs 340 - outbnd 160 - inbnd 7000' - within 25 mi	5600	160 1.5	T-dn C-dn A-dn	300-1 500-2 800-2	300-1 600-2 800-2	Within 1.5 miles, climb to 7000' on E crs within 25 miles.
WINSTON-SALEM, N.C. Smith Reynolds Airport 969 SMRLZ - D - INT Procedure No. 1 Effective date: 8/27/54	Wallburg Int. (final)	328 5.0	1700	W side of SE crs 148 - outbnd 328 - inbnd 2300' - within 15 mi	1700	328 5.1	T-dn C-dn S-dn 33 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.1 miles climb to 3500' on NW crs (328°) within 25 miles. When Winston-Salem tower not operating, contact Greensboro Approach Control for weather and traffic. Building 1307' MSL 2.3 miles SW of airport.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHARLESTON, S.C. Municipal Airport Procedure No. 1 Dated: 8/1/53	PROCEDURE CANCELLED superseded by combination ILS-ADF effective date: 8/30/54									

NOTICE: Starting with this issue, the Airman's Guide will begin to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. Below is the only one contained in this issue. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less- 2-engine or less, (2) more than 75 mph - 2- engine or less, and (3) more than 75 mph - more than 2 engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. / OUTBND. AND INBND. ALTITUDES. / LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
MANCHESTER, N.H. Grenier AFB 233 MW MRT Effective date: 9/25/54 Amendment No. 4 Supersedes amendment No. 3 dated 11/24/53 Major changes: All items revised. Facility relocated and converted to MW Facility owned and operated by state of New Hampshire	Concord LFR	105 22.0	2000	E side of crs 172 - outbnd 352 - inbnd 1600' - within 10 mi	1100	352 4.0	2 eng or less T-dn C-dn S-dn 35 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	Within 4 miles--climb to 2000' on crs of 352° within 10 miles, turn right and return to Manchester MW facility.
	Int SE crs Concord LFR and brng 256° to Manchester MW	254 8.0	2000				More than 2 eng T-dn C-dn S-dn 35 A-dn		200-0.5 600-1.5 600-1 800-2	

(8-10-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS, OUTBND AND INBND ALTITUDES, LIMITING DISTANCES)	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
NEW BERN, N. C. Simmons - Nott Arpt. Procedure No. 1 Effective date: 8/13/54	CORRECT AIRGI Vol 9, No. 10 dated July 27, 1954 - column 5 to read W side of crs.									
PENSACOLA, FLA. Hagler Field Procedure No. 1 Dated: 7/8/54	PROCEDURE CANCELLED effective date: Commissioning of ILS.									
PHILIP, S. DAKOTA Municipal Airport Procedure No. 1 Dated: 4/28/53	PROCEDURE CANCELLED effective date: 8/17/54									
SANTA FE, N. MEX. Santa Fe Airport (New) Procedure No. 1 Dated: 2/1/51	PROCEDURE CANCELLED effective date: 8/17/54									
SAN ANTONIO, TEXAS Municipal Airport* Procedure No. 1 Dated: 2/1/52	PROCEDURE CANCELLED superseded by combination ILS-ADF dated 8/30/54									

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST	MIN. ALT.	PROCEDURE TURN (SIDE OF FINAL APCH CRS, OUTBND AND INBND ALTITUDES, LIMITING DISTANCES)	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
KLAMATH FALLS, ORE. Klamath Falls Airport 4088 BVOR - LMT Procedure No. 1 Effective date: 8/20/54	Int. E crs MFR LFR and 343° radial MFR VOR	163 12.0	9000	E side crs 155 - outbnd 335 - inbnd 6000' - within 14 mi (NA beyond 14 mi)	5900	on arpt	T-d T-n C-d C-n A-dn	1500-1 1500-2 1800-1 1800-2 1800-2	1500-1 1500-2 1800-1.5 1800-2 1800-2	Within 0.0 mi., turn left and climb to 9000' on 155 outbnd crs within 14 mi Klamath Falls VOR.
	Klamath Falls LFR	335 2.5	8000							
	Klamath Falls LFR (final)	335 2.5	5900							
KNOXVILLE, TENN. McGhee-Tyson Airport 989 BVOR - TYS Procedure No. 1 Effective date: 8/21/54	Inskip FM	140 9.0	2500	N side of crs 063 - outbnd 243 - inbnd 3000' - within 15 mi	1900 over VOR 1600 over Rockford fix*	222 7.7 222 3.6	T-dn C-d C-n A-dn	300-1 600-1 600-1.5 800-2	300-1 600-1.5 600-1.5 800-2	Within 7.7 mi. after passing TYS BVOR climb to 3600' on crs of 250° within 25 miles. *Rockford Fix-intersection 222° crs from TYS-VOR and 090° bearing to TYS-LFR, descent below 1600' not authorized unless fix identified.
	Piedmont FM (final)	243 18.0	1900							
	Knoxville LFR	050 5.0	2400							
LAS VEGAS, NEVADA McCarran Airport 2171 BVOR - LAS Procedure No. 1 Effective date: 8/6/54	Goodsprings HW	025 22.0	7500	E side crs 012 - outbnd 192 - inbnd 5160 - within 15 mi (NA beyond 15 mi)	3200*	at arpt.	T-dn *C-dn *A-dn	800-2 1000-1 1000-2	800-2 1000-1 1000-2	Within 0.0 miles turn left (east) climb to 7000' on crs of 070° within 25 mi of VOR. *Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined inbnd on final approach. #or within 5 mi of LAS LFR or Z marker. Caution: 4100' terrain at 11 mi on 036° crs from VOR.
	Int 210°brg to LAS VOR and SE crs LAS LFR	210 10.0	5100							
	LAS LFR	192 10.0	5100							
	LAS LFR (final)	192 10.0	*3200							
MOBILE, ALA. Bates Field 217 BVOR - MOB Procedure No. 1 Effective date: 8/20/54				S side of crs 287 - outbnd 107 - inbnd 1400' - within 15 mi	900	107 7.2	T-dn C-dn S-dn 9 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 7.2 miles turn left, climb to 1500' on a course of 064.
SANTA FE, N. MEX. Santa Fe Airport (New) 6344 BVOR - SAF Procedure No. 1 Effective date: 8/23/54				E side of crs 152 - outbnd 332 - inbnd 8100' - within 25 mi	7700	332 4.8	T-d T-n# C-d C-n# S-d 33 S-n 33 A-dn#	*700-1 *700-1 1300-1.5 1300-2 700-1 700-1.5 2000-2	700-1.5 700-1.5 1300-2 1300-2 700-1 700-1.5 2000-2	Within 4.8 miles, turn right and climb to 10,000' on crs 152° within 25 miles of SAF VOR. *500-1 day and 500-1.5 night authorized on runways 20 & 15. #Night take-off runway 28 and night landing runway 10, NA. Shuttle to 8100' on crs of 152° (outbnd) within 10 miles.
WINSLOW, ARIZ. Municipal Airport 4937 BVOR - INW Procedure No. 1 Effective date: 8/17/54				*N side of crs 300 - outbnd 120 - inbnd 7000' - within 15 mi	6000	104 4.4	T-dn C-dn S-dn 10 A-dn	300-1 500-2 500-1 800-2	300-1 600-2 500-1 800-2	Within 4.4 miles.. turn left, climb to 7000' on crs of 077° within 25 miles of INW VOR. Shuttle. To 8000' on crs of 120° outbnd, 300° inbnd within 25 miles. *Procedure turn north for more favorable terrain.

(8-10-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND); ALTITUDES, LIMITING DISTANCES	MIN. ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
CHARLESTON, S. C. Charleston Airport 45 ILS - CHS LOM - CH Procedure No. 1 Comb: ILS- ADF Effective date: 8/30/54	Charleston LFR	LOM	001 4.0	1200	W side NW crs 328 - outbnd 148 - inbnd 1200' within 10 mi	ILS 1200 ADF 700 over LOM	1100 4.6	245 0.7	T-dn C-dn S-dn 15 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1800' on SE crs of ILS-4.6 mi after passing LOM (ADF) climb to 1800' on crs of 148°.
	Charleston VOR	OM	217 1.5	1200								
CHATTANOOGA, TENN Lovell Field 682 ILS - CHA N. CHA MHW - CQN Comb: ILS - ADF Procedure No. 1 Effective date: 8/27/54	Chattanooga LFR	N-CHA MHW	011 6.0	2200	E side of N crs 015 - outbnd 195 - inbnd 2500' - within 10 mi of N. CHA MHW	ILS 2500 ADF 2500 over N. CHA MHW	1900 4.7 ADF overOM 1900	890 0.7	T-dn C-dn ILS ADF S-dn ILS ADF 19 A-dn	300-1 600-1.5 800-1.5 400-1 500-1 800-2	300-1 700-2 700-2 400-1 500-1 800-2	Climb to 3300' on S crs localizer or 8.9 mi. after passing N. CHA MHW (ADF) climb to 3300' on crs of 195. Note: 1. 500-1 required for ILS with glide slope inoperative. 2. No apch lights. 3. CHA LFR "Z" marker will be received passing LFR on final. 4. Procedure turn non-standard high terrain to the west.
	Daisy FM	N-CHA MHW	249 3.5	2200								
	NW crs Chattanooga LFR & bearing of 090° to N. CHA MHW (Signal Mt. Int.)	N. CHA MHW	090 8.0	2200								
	Chattanooga VOR	ILS OM	351 10.0	2300								
Procedure No. 2 (Back crs ILS) Effective date: 8/27/54	N. Chattanooga MHW	Ft. Oglethorpe Int.	195 14.0	2300	E side of S crs 195 - outbnd 015 - inbnd 2200' - within 10 mi of Ft. Oglethorpe Int.	Over Ft. Oglethorpe Int. 1600	Ft. Oglethorpe Int. 3.8		T-dn C-dn S-dn 1 A-dn	300-1 600-1.5 500-1 800-2	300-1 700-2 500-1 800-2	Within 3.8 miles Ft. Oglethorpe Int. climb to 2500' on N crs ILS within 25 miles. 1. No glide slope 2. Ft. Oglethorpe Int. S crs loc & radial 280. 3. Rossville Int. SW crs CHA LFR & radial 280.
	ILS OM	"	195 10.0	2300								
	Chattanooga VOR	"	280 4.0	2100								
	Chattanooga LFR	"	198 8.0	2300								
	Rossville Int.	"	100 5.0	2300								
CHEYENNE, WYO Municipal Airport 6156 ILS CYS Procedure No. 1 Effective date: 8/17/54	CYS LFR	LOM	081 9.0	7500	N side E crs 082 - outbnd 262 - inbnd 7500' - within 5 mi of LOM	7500	7500 6.1	6300 0.66	T-dn C-dn S-dn 26 A-dn	300-1 500-1 400-0.75 800-2	300-1 500-1.5 400-0.75 800-2	Climb to 7500' on S crs CYS LFR Alternate missed approach when directed by ATC, climb to 7500' on N crs of CYS LFR or to 7500' on radial 348° from CYS VOR within 25 miles of respective station.
	Silver Crown FM	LOM	092 20.0	8000								
	CYS VOR	LOM	119 7.0	7500								
KNOXVILLE, TENN. McGhee-Tyson Airport 989 ILS - TYS LOM - TY Comb: ILS & ADF Procedure No. 1 Effective date: 8/21/54	Knoxville LFR	LOM	216 10.0	2200	W side SW crs 225 - outbnd 045 - inbnd 2300' - within 10 mi (NA beyond 10 mi)	No glide slope ILS & ADF 2000 over LOM	6.2	0.7	T-dn C-d C-n S-dn 4L A-dn	300-1 500-1 500-1.5 400-1 800-2	300-1 500-1.5 500-1.5 400-1 800-2	6.2 miles after passing LOM (ADF) turn left climb to 3000' on N crs TYS-LFR, or turn left climb to 3000' on 345° crs from VOR or when directed by ATC climb to 4000' on 063° crs from LFR or VOR within 25 miles.
	Tallassee FM	LOM	353 14.0	2500								
	SW crs TYS-LFR and 110° on LOM	LOM	110 8.0	2300								
	Knoxville BVOR	OM	222 15.0	2400								
PENSACOLA, FLA. Municipal Airport 121 ILS - PNS LOM - PN Comb: ILS - ADF Procedure No. 1 Effective date: Commissioning of facility.	Pensacola LFR	LOM	341 8.0	1200	E side N crs 342 - outbnd 162 - inbnd 1300' - within 10 mi (NA beyond 10 mi)	1300 ADF 700 over LOM	1266 4.3	329 0.64	T-dn C-dn S-dn 16 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.3 miles climb to 1200' on S crs of ILS or 4.3 miles after passing LOM (ADF) climb to 1200' on 162° crs within 20 mi. Procedure turn non-standard due caution area west. No approach lights.
	Int. NE crs Saufley LFR & 342° bearing from LOM (final)	LOM	162 3.5	700								
	Int. Crestview VOR 270° & N crs - ILS	OM	162 23.0	1300								
SAN ANTONIO, TEX. International Airport 800 ILS - SAT LOM - SA Procedure No. 1 Comb: ILS - ADF Effective date: 8/30/54	San Antonio VOR	OM	186 12.0	2200	W side SW crs 211 - outbnd 031 - inbnd 2200' - within 10 mi (NA beyond 10 mi)	ILS 2100 ADF over LOM 2000	2050 4.4	1000 0.7	T-dn C-dn S-dn 3 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 miles after passing LOM (ADF)...climb to 2500' on NE crs. of ILS or 031 crs from LOM within 25 miles...or when directed by ATC turn left climb to 2500' on N crs of SAT LFR within 25 miles. *Non-standard due ATC.
	San Antonio LFR	ILS SW crs	174 3.5	2200								
	Kelly LFR	LOM	039 8.0	2200								
	Int. E crs SAT & NE crs ILS	OM	211 9.0	2200								
	San Antonio LFR	LOM	194 8.0	2200								
	Medina Int.	LOM	103 21.0	2700								
	Losoya Int.	LOM	345 18.0	2200								
SAN FRANCISCO, CALIF San Francisco International Airport 11 ILS - SFO LOM-SF Procedure No. 1 Comb: ILS-ADF Effective date: 8/17/54	SFO LFR	Belmont Int. (via SE crs SFO LFR)	108 6.0	1700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with & within the confines of the SFO LOM holding pattern. Final approach crs 100-outbnd 280 - inbnd	1700	1660 6.4 ADF 1700	230 0.66	T-dn C-dn S-dn ILS 28R/L ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-1.5 400-0.75 500-1 800-2	Within 6.4 miles after passing LOM (ADF) climb to 3000' on NW crs of SFO LFR or on 285° track from LOM within 25 miles. *After passing thru Belmont Int. make left turn of 180° to intercept localizer crs SE of LOM inbnd (280°). (Belmont intersection defined as: Int of SE crs of SFO LFR and 333° bearing to SFO ILS LOM or 164° radial from OAK VOR.) Caution: High terrain SE of airport.
	SFO VOR	LOM	290 20.0	1700								
	Moffett LFR	LOM	299 18.0	1700								
	Newark FMHW	LOM	254 12.0	1700								
	OAK LFR	LOM	175 12.0	ILS 2000 ADF 3000								
	OAK VOR	LOM	167 11.0	ILS 2000 ADF 3000								
WINSTON-SALEM, N.C. Smith-Reynolds Arpt Comb: ILS-ADF Procedure No. 1 Dated: 8/13/54	Correct AIRGI Vol 9, No. 10 - Column 13 to read: Climb to 3600' on NW crs.											

(9-10-54)

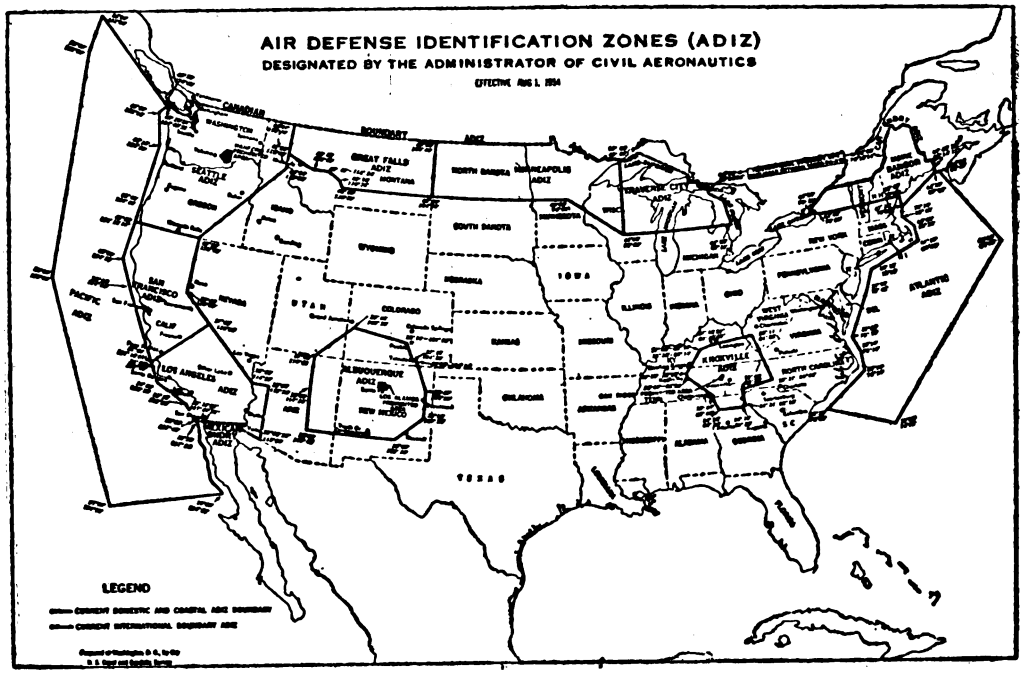
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
SEATTLE, WASH. Seattle-Tacoma International Airport 416 Procedure No. 1 Effective date: 8/31/54	All bearings are to the radar with sector azimuths progressing clockwise.	All rnwys	T-dn			300-1	300-1	Runways 2, 29, 34..... climb to 2000' on NW crs Seattle LFR 297° outbound within 20 miles of station. Runways 7, 11, 16, 20, 25....climb southbound on Seattle ILS localizer crs 158° outbnd to 2000' within 13 miles of localizer station; or climb southbound to 3000' on 190° outbnd crs Seattle LOM within 8 miles of station. *Left turn approach to Runway 20 not authorized.
	Within 5 miles 125 - 025 - 1600 025 - 125 - 1900	2, 7, 11	C-dn S-dn			800-1 800-1	800-1.5 800-1.5	
	Within 10 miles 186 - 275 - 2500 275 - 305 - 2000 305 - 025 - 1700 025 - 125 - 1900 125 - 186 - 1600	16 - 34	C-dn S-dn			500-1.5 500-1.5	500-1.5 500-1.5	
	Within 15 miles 186 - 200 - 3000 200 - 275 - 4000 275 - 186 - 2000	20, 25, 29	C-dn S-dn			1000-1 1000-1	1000-1.5 1000-1.5	
	Within 20 miles 186 - 200 - 3000 200 - 292 - 5500 292 - 070 - 2000 070 - 110 - 3500 110 - 186 - 2000	All rnwys	A-dn			1000-2	1000-2	
	Within 25 miles 186 - 200 - 3000 200 - 292 - 6500 292 - 330 - 4000 330 - 070 - 2000 070 - 110 - 3500 110 - 148 - 3000 148 - 186 - 2500							
ST. LOUIS, MO. Lambert Field Procedure No. 1 Effective date: Commissioning date of facility	CORRECT AIRGI Vol 9 No. 9 dated July 15, 1954 - Column 9 to read: Barracks Intersection, instead of Kirkwood Intersection.							(8-16-54)

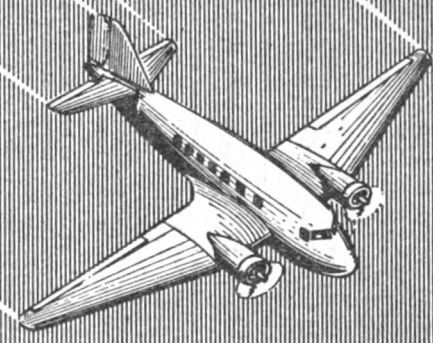
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.



SPECIAL NOTICE
Changes in Instrument Approach Procedure Minimums. See p. 7

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See page 2.

AIRMAN'S GUIDE



SPECIAL NOTICE
New ADIZ Chart
See page 24

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 21

SEP 1 0 1954

NOTICES TO AIRMEN Page 2

VOL. 9, NO. 12 . . . . . AUGUST 24, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

(8-24-54)

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective September 14, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2, is amended by adding:		
Rockford, Wash. (FM)	Spokane, Wash. (LFR) (Westbound only)	6,000
(2) Green Civil Airway No. 5, is amended to read in part:		
Abilene, Tex. (LFR)	Palo Pinto (Int), Tex.	3,000
Palo Pinto (Int), Tex.	Mineral Wells, Tex.(LF/RBN)	2,200
Mineral Wells, Tex. (LF/RBN)	Ft. Worth, Tex. (LFR)	2,300
(3) Amber Civil Airway No. 2, is amended by adding:		
Catalina (Int), Calif.	Long Beach, Calif. (LFR)	4,000
(4) Amber Civil Airway No. 4, is amended to read in part:		
Ft. Worth, Tex. (LFR)	Decatur (Int), Tex.	2,000
Decatur (Int), Tex.	Saint Jo (Int), Tex.	2,400
Saint Jo (Int), Tex.	Ringling (Int), Okla.	2,000
Ringling (Int), Okla.	Oklahoma City, Okla. (LFR)	2,500
(5) Amber Civil Airway No. 8, is amended by adding:		
Tennant (Int), Calif.	Klamath Falls, Oreg. (LFR) (Northbound only)	9,000
(6) Amber Civil Airway No. 9, is amended to read in part:		
Wilmington, N. C. (VAR)	New Bern, N. C. (VAR)	1,300
(7) Red Civil Airway No. 2, is amended to eliminate:		
Butte, Mont. (LFR)	Whitehall, Mont. (LFR)	10,000
(8) Red Civil Airway No. 2, is amended to read in part:		
Whitehall, Mont. (LFR)	Bozeman, Mont. (LFR)	9,000
(9) Red Civil Airway No. 10, is amended to read in part:		
Wichita Falls, Tex. (LFR)	Justin (Int), Tex.	2,300
Justin (Int), Tex.	Dallas, Tex. (LFR)	2,200
(10) Red Civil Airway No. 20, is amended to read in part:		
Lansing, Mich. (LFR)	Flint, Mich. (ILS/LOM)	2,400
Flint, Mich. (ILS/LOM)	Goodrich (Int), Mich.	2,200
Goodrich (Int), Mich.	Windsor, Ontario, Canada (LFR)	2,300
(11) Red Civil Airway No. 25, is amended to read in part:		
Ona (Int), Fla.	Ft. Myers, Fla. (LFR)	1,400
(12) Red Civil Airway No. 30, is amended to read in part:		
New Orleans, La. (LFR)	Bay Minette, Ala. (LF/RBN)	1,500
(13) Red Civil Airway No. 34, is amended to read in part:		
Pulaski, Va. (LFR)	Cove (Int), N. C.	6,000
*Cove (Int), N. C.	Greensboro, N. C. (LFR)	3,000
*4,000' - Minimum crossing altitude at Cove (Int), NW-bound		
(14) Red Civil Airway No. 48, is amended to eliminate:		
*Missoula, Mont. (LFR)	Craig (Int), Mont.	11,500
*9,000' - Minimum crossing altitude at Missoula, NE-bound		
(15) Red Civil Airway No. 65, is amended by adding:		
Catalina (Int), Calif.	Oceanside, Calif. (LF/RBN)	4,000
(16) Red Civil Airway No. 68, is amended to read in part:		
San Angelo, Tex. (LFR)	Paint Rock (Int), Tex.	3,000
Paint Rock (Int), Tex.	Abilene, Tex. (LFR)	3,800
Palo Pinto (Int), Tex.	Lipan (Int), Tex.	4,300
Lipan (Int), Tex.	Stadium (Int), Tex.	2,200
Stadium (Int), Tex.	Hensley (Int), Tex.	2,700
Hensley (Int), Tex.	Dallas, Tex. (LFR)	2,100
Tyler, Tex. (LFR)	Shreveport, La. (LF/RBN)	2,300
(17) Red Civil Airway No. 77, is amended to read in part:		
Greensboro, N. C. (LFR)	Lynchburg, Va. (LFR)	3,000
(18) Blue Civil Airway No. 5, is amended to read in part:		
Houston, Tex. (LFR)	Bryan, Tex. (LFR)	1,700
Dallas, Tex. (LFR)	Farmers Branch (Int), Tex.	2,000
Farmers Branch (Int), Tex.	Pilot Point (Int), Tex.	1,800
(19) Blue Civil Airway No. 16, is amended to eliminate:		
Dillon, Mont. (LFR)	*Butte, Mont. (LFR)	11,500
*10,500' - Minimum crossing altitude at Butte (LFR), S-bound		
Butte, Mont. (LFR)	Garrison (Int), Mont.	9,000
(20) Blue Civil Airway No. 24, is amended to eliminate:		
El Centro, Calif. (LFR)	*Salton (Int), Calif.	9,000
*12,000' - Minimum crossing altitude at Salton (Int), N-bound		
Salton (Int), Calif.	*Palm Springs (Int), Calif.	12,000
*12,000' - Minimum crossing altitude at Palm Springs (Int), N bound		
Palm Springs, (Int), Calif	*Daggett, Calif. (LFR)	13,000
*10,000' - Minimum crossing altitude at Daggett (LFR), S-bound		
(21) Blue Civil Airway No. 36, is amended to read:		
Ranch (Int), Colo.	Akron, Colo. (LFR)	6,000

From	To	Min. Alt.
(21) Blue Civil Airway No. 36, is amended to read:		
Akron, Colo. (LFR)	Kimball (Int), Colo.	6,100
(22) Blue Civil Airway No. 52, is amended to read:		
Bradley (Int), Calif.	Fresno, Calif. (LFR)	7,000
(23) Blue Civil Airway No. 58, is added to read:		
Nantucket, Mass. (LF/RBN)	Hyannis, Mass. (LF/RBN)	1,500
Hyannis, Mass. (LF/RBN)	Squantum, Mass. (LFR)	1,500
(24) VOR Civil Airway No. 2, is amended by adding:		
Rockford, Wash. (FM)	Spokane, Wash. (VOR) (Westbound only)	6,000
(25) VOR Civil Airway No. 6, is amended by adding:		
*Sacramento, Calif. (VOR) Via S Alter.	**Reno, Nev. (VOR) Via S alter.	13,000
*7,000' - Minimum crossing altitude at Sacramento (VOR), NE-bound		
**12,000' - Minimum crossing altitude at Reno (VOR), SW-bound		
(26) VOR Civil Airway No. 12, is amended to read in part:		
Terre Haute, Ind. (VOR) Direct or N alter.	Indianapolis, Ind. (VOR) Direct or N alter.	2,200
(27) VOR Civil Airway No. 14, is amended to read in part:		
Oklahoma City, Okla. (VOR) Via S alter.	Okemah (Int), Okla. Via S alter.	*4,600
Okemah (Int), Okla. Via S alter.	Tulsa, Okla. (VOR) Via S alter.	*4,600
*2,400' - Minimum terrain clearance altitude		
Terre Haute, Ind. (VOR) Direct or N alter.	Indianapolis, Ind. (VOR) Direct or N alter.	2,200
(28) VOR Civil Airway No. 21, is amended by adding:		
Catalina (Int), Calif.	Long Beach, Calif. (VOR)	4,000
(29) VOR Civil Airway No. 23, is amended to read in part:		
Eugene, Oreg. (VOR) Via W alter.	Monmouth (Int), Oreg. Via W alter.	5,000
Monmouth (Int), Oreg. Via W alter.	Newberg, Oreg. (VOR) Via W alter.	3,200
Newberg, Oreg. (VOR) Via W alter.	Portland, Oreg. (VOR) Via W alter.	3,200
(30) VOR Civil Airway No. 23, is amended by adding:		
Fort Jones, Calif. (VOR) Via E alter.	Medford, Oreg. (VOR) Via E alter.	9,500
(31) VOR Civil Airway No. 64, is amended by adding:		
Palos Verdes (Int), Calif.	Long Beach, Calif. (VOR)	4,000
(32) VOR Civil Airway No. 117, is added to read:		
El Centro, Calif. (LFR)	Thermal, Calif. (VOR)	9,000
*Thermal, Calif. (VOR)	**Daggett, Calif. (VOR)	12,000
*12,000' - Minimum crossing altitude at Thermal (VOR), N-bound		
**10,000' - Minimum crossing altitude at Daggett (VOR), S-bound		
(33) VOR Civil Airway No. 66, is amended to read in part:		
San Diego, Calif. (VOR)	Seeley (Int), Calif.	*10,000
*7,000' - Minimum terrain clearance altitude		
(34) VOR Civil Airway No. 138, is added to read:		
Salinas, Calif. (VOR)	*Coalinga, Calif. (VOR)	**8,500
*5,000'- Minimum crossing altitude at Coalinga (VOR), NW-bound		
**7,500' - Minimum terrain clearance altitude		
(35) VOR Civil Airway No. 141, is amended by adding:		
Concord, N.H. (VOR)	Lebanon, N. H. (LF/RBN)	5,000
Lebanon, N. H. (LF/RBN)	Plattsburg, N. Y. (VOR)	6,000
(36) VOR Civil Airway No. 141, is amended to read in part:		
Nantucket, Mass. (VOR)	Boston, Mass. (VOR)	*3,000
*1,500'- Minimum terrain clearance altitude		
(37) VOR Civil Airway No. 144, is amended to read in part:		
Front Royal, Va. (VOR)	Plains (Int), Va.	4,000
Plains (Int), Va.	Springfield, Va. (LF/RBN)	3,000
(38) VOR Civil Airway No. 150, is amended to read in part:		
West Point (Int), Calif.	*Reno, Nev. (VOR)	13,000
*10,500' - Minimum crossing altitude at Reno (VOR), SW-bound		
(39) VOR Civil Airway No. 160, is added to read:		
Denver, Colo. (VOR)	Sidney, Nebr. (VOR)	7,000
(40) VOR Civil Airway No. 164, is added to read:		
Wheelerville (Int), Pa.	Wilkes-Barre Scranton, Pa. (VOR)	4,000
Wilkes-Barre Scranton, Pa. (VOR)	*Stillwater (Int), N. J.	**6,000
*Stillwater (Int), N. J.	Caldwell, N. J. (VOR)	**6,000

(8-24-54)

MINIMUM EN ROUTE IFR ALTITUDES (Continued):

From	To	Min. Alt.
(40) VOR Civil Airway No. 164, is added to read:		
*6,000' - Minimum reception altitude		
**4,000' - Minimum terrain clearance altitude		
(41) VOR Civil Airway No. 165, is added to read:		
*Long Beach, Calif. (VOR)	Berry (Int), Calif.	8,000
*6,500' - Minimum crossing altitude at Long Beach (VOR), N-bound		
*Berry (Int), Calif.	**Palmdale, Calif. (VOR)	10,000
*9,000' - Minimum crossing altitude at Berry (Int), N-bound		
**9,000' - Minimum crossing altitude at Palmdale (VOR), S-bound		

CIVIL AIRWAY, CONTROL AREA EXTENSION, AND REPORTING POINT AMENDMENTS: Effective September 14, 1954, civil airways, control area extensions and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Amber Civil Airway No. 2 (Long Beach, Calif., to Umiat, Alaska) is amended before "Daggett, Calif., radio range station" to read: "From the intersection of the southwest course of the LongBeach, Calif., radio range and the south course of the Los Angeles, Calif., VHF VAR radio range via the Long Beach, Calif., radio range station; the intersection of the northeast course of the Long Beach, Calif., radio range and the east course of the Los Angeles, Calif., radio range; Daggett, Calif., radio range station."

(2) Red Civil Airway No 2 is amended by changing caption to read: "(Whitehall, Mont. to Rapid City, S. Dak.), and by changing first portion to read: "From the Whitehall, Mont., radio range station to the Bozeman, Mont., radio range station." (Note: Above change deletes portion from Butte, Mont., rng stn to Whitehall, due to decommissioning Butte range station 9/14/54)

(3) Red Civil Airway No. 20 (Lansing, Mich., to Washington, D. C.) is amended between Lansing and Flint, Mich., to read: "That airspace over United States territory from the Lansing, Mich., radio range station via the Flint, Mich., ILS outer marker; the intersection of the NW course of the Selfridge AFB, Mich., radio range and the northwest course of the Windsor, Ont., Canada radio range."

(4) Red Civil Airway No. 48 is amended by changing the caption to read: "(Helena, Mont. to Livingston, Mont.)" and is amended to read: "From the intersection of the southeast course of the Helena, Mont., radio range and the northwest course of the Bozeman, Mont. radio range via a point located at lat. 46°15' 00", long. 111°00' 00". to the Livingston, Mont. radio range station." (Note: Above deletes portion between Missoula, Mont. rng stn and Craig Intersection)

(5) Red Civil Airway No. 65 (Oceanside, Calif., to Blythe, Calif.) is amended to read: "From the intersection of the southwest course of the Long Beach, Calif., radio range and the south course of the Los Angeles, Calif., VHF VAR radio range via the Oceanside, Calif., non directional radio beacon; Julian, Calif., non directional radio beacon to the Hayfield Lake Calif., non-directional radio beacon."

(6) Blue Civil Airway No. 16 is amended by changing the caption to read: "(Helena, Mont to Great Falls, Mont.) and is amended to read: "From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range to the intersection of the southwest course of the Great Falls, Mont., radio range and the north course of the Helena, Mont., radio range." (Note: Above deletes portion of Blue 16 from Dillon via Butte to Garrison intersection due to decommissioning Butte LF range 9/14/54)

(7) Blue Civil Airway No. 24 (El Centro, Calif., to Daggett, Calif.) is revoked.

(8) Blue Civil Airway No. 58 (Nantucket, Mass., to Squantum, Mass.) is added to read: "From the Nantucket, Mass., non-directional radio beacon via the Hyannis, Mass., non-directional radio beacon; the intersection of a line bearing 346° true from the Hyannis, Mass., non-directional beacon and the southeast course of the Squantum, Mass., radio range to the Squantum, Mass., radio range station, excluding the portion in conflict with Cotuit Danger Area. (D-79).

(9) VOR Civil Airway No. 4 (Seattle, Wash., to Washington, D.C.) is amended by changing all between the St. Louis, Mo., omnirange station and the Evansville, Ind., omnirange station to read: "St. Louis, Mo., omnirange station, including a north and a south alternate; Centralia, Ill., omnirange station, including a north and a south alternate; Evansville, Ind., omnirange station, including a south alternate."

(10) VOR Civil Airway No. 12 (Palmdale, Calif., to Philadelphia, Pa.), is amended by changing the portion between the Anthony, Kans., omnirange station and the Emporia, Kans., omnirange station to read: "Anthony, Kans., omnirange station, including a north alternate; Wichita, Kans., omnirange station, including a north alternate via the intersection of the Anthony omnirange 030° true and the Wichita omnirange 253° true radials and also a south alternate via the intersection of the Anthony omnirange 078° true and the Wichita omnirange 194° true radials; Emporia, Kans., omnirange station, including a north alternate via the intersection of the Wichita omnirange 045° true and the Emporia omnirange 259° true radials; " and by changing all after the Pittsburgh, Pa., omnirange station to read: "Pittsburgh, Pa., omnirange station; Harrisburg, Pa., omnirange station to the West Chester, Pa., omnirange station, including a north alternate via the intersection of the Harrisburg omnirange 086° true and the West Chester omnirange 304° true radials."

(11) VOR Civil Airway No. 21 (Long Beach, Calif., to United States-Canadian Border), is amended by changing all before the Daggett, Calif., omnirange station to read: "From the point of intersection of the Long Beach omnirange 225° true radial and the Los Angeles, Calif. VAR south course via the Long Beach, Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif., omnirange station."

(12) VOR Civil Airway No. 23 (San Diego, Calif., to Bellingham, Wash.), is amended between the Fort Jones, Calif., omnirange station and the Eugene, Oreg., omnirange station to read: "Fort Jones, Calif., omnirange station; Medford, Oreg., omnirange station, including an east alternate via the intersection of the Fort Jones omnirange 042° true and the Medford omnirange 157° true radials; Eugene, Oreg., omnirange station,"

(13) VOR Civil Airway No. 64 (Long Beach, Calif., to Blythe, Calif.), is amended to read: "From the point of intersection of the Long Beach omnirange 271° true radial and the Los Angeles, Calif., VAR south course via the Long Beach, Calif., omnirange station; Thermal, Calif., omnirange station to the Blythe, Calif., omnirange station."

(14) VOR Civil Airway No. 67 (Mason City, Iowa, to Rochester, Minn.), is amended to read: "From the Mason City, Iowa, omnirange station to the Rochester, Minn., omnirange station, including a west alternate."

(15) VOR civil airway No. 116 (Chicago, Ill., to New York, N.Y.), is amended to read: "From the Naperville, Ill., omnirange station via the South Bend, Ind., omnirange station; Litchfield, Mich., omnirange station, including a north alternate; Detroit, Mich., omnirange station, including a north alternate via the intersection of the Litchfield omnirange 061° true and the Detroit omnirange 276° true radials; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; intersection of the Wilkes-Barre-Scranton omnirange 117° true and the Allentown, Pa., omnirange 053° true radials; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° true and the Wilton, Conn., omnirange 233° true radials."

(16) VOR Civil Airway No. 117 (El Centro, Calif., to Daggett, Calif.), is added to read: "From the El Centro, Calif., LF radio range station via the intersection of the El Centro radio range northwest course of the Thermal omnirange 158° true radial; Thermal, Calif., omnirange station; to the Daggett, Calif., omnirage station."

(17) VOR Civil Airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.), is amended to read: "From the Nantucket, Mass., omnirange station via the intersection of the Nantucket omnirange 339° true and the Boston omnirange 133° true radials; Boston, Mass., omnirange station; Concord, N. Y., omnirange station; Lebanon, N. H., non-direction radio beacon to the Plattsburg, N. Y., omnirange station."

(18) VOR Civil Airway No. 164 (Canton, Pa., to New York, N. Y.), is added to read: " "From the point of intersection of the Elmira, N. Y., omnirange 168° true radial and a line bearing 290° true from the Wilkes-Barre-Scranton, Pa., LF radio range station via the Wilkes-Barre-Scranton, Pa., LF radio range station; to the Caldwell, N. J., omnirange station."

(19) VOR Civil Airway No. 165 (Long Beach, Calif., to Palmdale, Calif.), is added to read: "From the Long Beach, Calif., omnirange station via the intersection of the Long Beach omnirange 346° true and the Palmdale omnirange 200° true radials to the Palmdale, Calif., omnirange station."

CONTROL AREAS: (1) Blue Civil Airway No. 24 (El Centro, Calif., to Daggett, Calif.) is revoked.

(2) Blue Civil Airway No. 58 (Nantucket, Mass. to Squantum, Mass.), is added to read: "All of Blue civil airway No. 58."

(3) VOR Civil Airway No. 67 (Mason City, Iowa, to Rochester, Minn.), is amended to read: "All of VOR Civil Airway No. 67 including a west alternate."

(4) VOR Civil Airway No. 116, (Chicago, Ill., to New York, N. Y.), is amended to read: All of VOR Civil airway No. 116 including north alternates."

(5) VOR Civil Airway No. 117 (El Centro, Calif., to Daggett, Calif), is added to read: "All of VOR civil Airway No. 117."

(6) VOR Civil Airway No. 141 (Nantucket, Mass., to Plattsburg, N. Y.), is amended to read: "All of VOR civil airway No. 141."

(7) VOR Civil Airway No. 164 (Canton, Pa., to New York, N. Y.,), is added to read: "All of VOR civil airway No. 164."

(8) VOR Civil Airway No. 165 (Long Beach, Calif., to Palmdale, Calif.), is added to read: "All of VOR civil airway No.165."

CONTROL AREA EXTENSIONS: (1) (Pensacola, Fla.) is amended to read: "That airspace within 10 miles east of the north and south courses of the Pensacola, Fla., radio range extending from Red civil airway No. 30 on the north to a point 12 miles south of the radio range station and within 5 miles west of the south course of the Pensacola radio range extending from the radio range station to a point 12 miles south."

(2) (Great Falls, Mont.) is amended by adding the following to present control area extension: "including the airpsace within a 30 mile radius of the Great Falls omnirange station which lies within the north quadrant of the Great Falls low frequency radio range."

(3) (Moline, Ill.) is amended to read: "That airspace within a 15 mile radius of the

Moline omnirange station, within 5 miles either side of the Moline ILS localizer west course extending from the localizer to a point 35 miles west of the Quad City Airport, and the airspace east of Moline bounded on the north by Green civil airway No. 3, on the south by a line 5 miles south of and parallel to the Moline ILS localizer east course, on the east by long. 90°02'00" and on the west by VOR civil airway No. 63."

(4) (Thermal, Calif.) is amended to read: "Within 5 miles either side of the 80° true radial of the Thermal omnirange extending from the omnirange station to the Hayfield Lake, Calif., non-directional radio beacon."

(5) (Kodiak, Alaska) is added to read: "Within 5 miles either side of the south course of the Kodiak radio range extending from the radio range station to a point 20 miles south."

(6) (Philadelphia, Pa.) is added to read: "That airspace within a 25 mile radius of the Philadelphia International Airport."

(7) (Sedalia, Mo.) is added to read: "That airspace within a 35 mile radius of the Sedalia AFB excluding that portion north of Sedalia bounded on the south by VOR civil airway Nos. 4-S and 12-S, excluding the portion northwest of Sedalia bounded on the east by long. 93°45'00" and on the south by lat. 38°45'00", and excluding the portion northeast of Sedalia bounded on the west by long. 93°15'00" and on the south by lat. 38°45'00"."

(8) (Charleston, W. Va.) is added to read: "That airspace within a 30 mile radius of Kanawha County Airport, Charleston, W. Va."

(9) (Salem, Oreg.) is added to read: "Within 5 miles either side of a line bearing 150° true from the Salem-McNary Airport extending from the airport to a point 25 miles southeast east."

CONTROL ZONES: (1) Three mile radius zones is amended by deleting the Gooding Municipal Airport, Gooding, Idaho.

(2) Five mile radius zones is amended by deleting the Nantucket Memorial Airport, Nantucket, Mass.

(3) (Amarillo, Texas) is amended to read: "Within a 5 mile radius of Amarillo Air Terminal, within 2 miles either side of the west course of the Amarillo radio range extending from the radio range station to a point 5 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to its intersection with the northwest course of the Clarendon, Tex., radio range."

(4) (Big Spring, Texas) is amended to read: "Within a 5 mile radius of Webb AFB and within 2 miles either side of the west course of the Big Spring radio range extending from the radio range station to a point 10 miles west."

(5) (New Orleans, La.) is amended to read: "Within a 5 mile radius of Moisant International Airport, within 2 miles either side of the 221°true radial of the New Orleans omnirange extending from the omnirange station to a point 10 miles southwest, within a 2 miles either side of the ILS localizer course extending from the localizer to a point 14-1/2 miles west, within 2 miles either side of the west course of the radio range extending from the radio range station to a point 17-1/4 miles west, and within 2 miles either side of the east course of the radio range extending from the radio range station to the boundary of the New Orleans Airport five mile radius control zone."

(6) (Shreveport, La.) is amended to read: "Within a 5 mile radius of Shreveport Downtown Airport, within 5 miles either side of the northwest course of the Shreveport radio range extending from the radio range station to a point 10 miles northwest, within a 7 mile radius of Barksdale Air Force Base and within 5 miles either side of the southeast course of the Barksdale AFB radio range extending from the Air Force Base to the Elm Grove fan marker."

(7) (Cheyenne, Wyo.) is amended to read: "Within a 5 mile radius of the Cheyenne Municipal Airport, within 2 miles either side of the northwest course of the Cheyenne radio range extending from the radio range station to a point 12 miles northwest, within 2 miles either side of the east course of the radio range station to a point 11-1/2 miles east, within 2 miles either side of the ILS localizer course extending from the localizer to a point 10 miles east of the airport, and within 2 miles either side of the 32° true radial of the Cheyenne omnirange extending from the omnirange station to a point 10 miles northeast."

(8) (Pueblo, Colo.) is amended to read: "Within a 5 mile radius of Pueblo Municipal Airport, within 5 miles either side of a direct line extending from the center of Pueblo Municipal Airport to the Pueblo radio range station to include a 5 mile radius of the Pueblo radio range station, within 2 miles either side of the southeast course of the radio range extending from the radio range station to a point 10 miles southeast, and within 2 miles either side of the 181° true radial of the Pueblo omnirange extending from the omnirange station to a point 10 miles south."

(9) (Miami, Fla.) is amended to read: "Within a 5 mile radius of Miami International Airport and within 2 miles either side of the east and west courses of the Miami radio range extending from the five-mile radius zone to a point 10 miles west of the radio range station."

(10) (Savannah, Ga.) is amended to read: "Within a 5 mile radius of Travis Field including the airspace within a 5 mile radius of Hunter AFB, within 2 miles either side of the centerline of the east-west runway of Hunter AFB extending from the end of the runway to a point 10 miles east, within 2 miles either side of the centerline of the east-west runway of Travis Field extending from the end of the runway to a point 10 miles west, within 2 miles either sideof the northwest and south east courses of the Savannah radio range extending from the Travis Field control zone to a point 10 miles southeast of the radio range station, and within 2 miles either side of the 196° true radial of the Savannah omnirange extending from the omnirange station to a point 10 miles south."

(11) (Charleston, W. Va.) is amended by adding the following portion to present control zone: "and within 2 miles either side of a line bearing 245° true from the Kanawha County Airport extending to a point 10 miles southwest of the Charleston omnirange sation."

(12) (Abilene, Texas) is amended by changing the portion on the north course of the radio range to read: "and within 2 miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north; " in lieu of "to the Phantom Hill fan marker."

(13) (Sedalia, Mo.) is added to read: "Within a 5 mile radius of Sedalia AFB and within 2 miles either side of a line bearing 191° true from the Air Force Base extending to a point 20 miles southwest of the AFB."

(14) (San Antonio, Texas) is amended to read: "Within a 5 mile radius of Randolph AFB and within 5 miles either side of a line extending from the Air Force Base to the La Vernia non directional radio beacon."

(15) (Nantucket, Mass.) is added to read: "Within a 5 mile radius of Nantucket Memorial Airport and within 2 miles either side of the 45° true radial of the Nantucket omnirange extending from the omnirange station to a point 10 miles northeast."

REPORTING POINTS: (1) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended after "Amarillo, Tex., radio range station; "by adding the following reporting point: "the intersection of the east course of the Amarillo, Tex., radio range and the northwest course of the Clarendon, Tex., radio range."

(2) Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.) is amended after "Riverside, Calif., radio range station; "by adding the following reporting point: " the intersection of the east course of the Riverside, Calif., radio range and the southeast course of the Daggett, Calif., radio range."

(3) Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.) is amended by changing the reporting point which reads: "the intersection of the northeast course of the LaFayette, Ind., radio range and the northwest course of the Indianapolis, Ind., radio range." to read: "the intersection of a line bearing 52° true from the Lafayette, Ind., non-directional radio beacon and the northwest course of the Indianapolis, Ind., radio range."

(4) Red civil airway No. 63 (Battle Creek, Mich., to United States-Canadian Border) "No reporting point designation." (Note: Above change to Red 63 deletes Salem, Mich. VHF range as a complusory reporting point).

(5) Blue civil airway No. 24 (El Centro, Calif., to Daggett, Calif.) is revoked. (Note: Above revokes Palm Springs intersection as compulsory reporting point on Blue 24. This intersection added to Green 5 as compulsory reporting point instead.)

(6) Blue civil airway No. 58 (Nantucket, Mass., to Squantum, Mass.) is added to read: "No reporting point designation."

(7) OTHER REPORTING POINTS is amended by changing the heading of the Balsa Intersection to read: "Snapper Intersection."

DOMESTIC VOR REPORTING POINTS are amended by adding the following:

(8) Saratoga Intersection - intersection of the San Francisco, Calif., omnirange 218° true and the Salinas, Calif., omnirange 319° true radials.

(9) CHANGE the Richmond Intersection to read: intersection of the Oakland, Calif., omnirange 331° true and the Sacramento, Calif., omnirange 232° true radials.

✓ LOCATION IDENTIFIERS: The following assignments and changes affect the use of location identifiers:

IGM	Kingman, Ariz., Kingman Airport (Correction)
OBA	Cold Bay, Alaska, Radiobeacon (Change from COA)
PNE	Philadelphia, Pa., North Philadelphia Airport (Correction)
ROP	Rosemead, Calif., Fletcher Airport (Name change)
SAG	Sprague, Nebr., Lincoln AFB Radiobeacon (Assignment)

✓ AIR ROUTE TRAFFIC CONTROL AREA AMENDMENTS: Effective September 1, 1954, (1) The Cincinnati Air Route Traffic Control Center will be moved to Indianapolis, Ind. The Cincinnati ARTC area will be become the Indianapolis ARTC area at that time. There will be no changes in the existing control area boundaries.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, cancelled or redescribed as indicated: (8-24-54)

(1) MADISON, MINN. INTSXN - intersection of the Watertown-Minneapolis VOR direct route with the 297° magnetic radial of the Redwood Falls Omnirange.

(2) LITCHFIELD, MINN. INTSXN - intersection of the Watertown-Minneapolis VOR direct route with the 025° magnetic radial of the Redwood Falls Omnirange.

(3) BUFFALO, MINN. INTSXN - intersection of the Watertown-Minneapolis VOR direct route and the back course of the Minneapolis ILS localizer.

(4) GOODRICH, MICH. INTSXN - intersection of the northwest course of the Selfridge low frequency radio range and the northwest course of the Windsor, Ontario, low frequency radio range.

(5) BELMONT INTSXN (L/MF) - intersection of the southeast course of the San Francisco Calif., range and a 153° bearing from the San Francisco, ILS LOM.

(6) BELMONT INTSXN (VHF) - intersection of the southeast course of the San Francisco, Calif., range and the 164° radial magnetic of the Oakland, Calif., VOR.

(7) LAKE MOJAVE INTSXN (VHF) - intersection of the 142° radial magnetic of the Las Vegas, Nev., VOR and the 053° radial magnetic of the Daggett, Calif. VOR.

(8) BLACK MESA INTSXN (VHF) - intersection of the 112° radial magnetic of the Bryce Canyon, Utah VOR and the 347° radial magnetic of the Winslow, Ariz., VOR.

(9) LIGHTSHIP INTSXN (VHF) - intersection of the 144° radial magnetic of the Point Reyes, Calif., VOR and the 242° radial magnetic of the Oakland, Calif., VOR.

(10) ELSBERRY, MO. INTSXN- intersection of the 323° magnetic radial of the St. Louis, Mo. Omnirange and the 270° magnetic radial of the Vandalia, Illinois Omnirange.

(11) BAY INTSXN - intersection Cleveland VOR radial 278° magnetic and Mansfield VOR radial 348° magnetic.

(12) NORWALK INTSXN - intersection Cleveland VOR radial 253° magnetic and Mansfield VOR radial 338° magnetic.

(13) STILLWATER, N.J. INTSXN - intersection direct radials Allentown VOR and Poughkeepsie VOR with direct course Caldwell, N.J. VOR to Wilkes-Barre-Scranton, Pa. LFR.

(14) WHEELERVILLE, PA., INTSXN - intersection Bradford, Pa.-Wilkes-Barre Scranton Pa. VOR direct radials with direct course Caldwell, N. J. VOR to Wilkes-Barre-Scranton, Pa., LFR.

(15) WAYNE INTSXN - intersection of the Charleston, W. Va., VOR radial (264° mag) with a (360° mag) bearing to the Huntington, W.Va. "H" facility.

(16) COATESVILLE INTSXN - intersection of the West Chester, Pa., VOR (297° mag) with Reading, Pa., ILS south course.

CANCEL

(17) SNAPPER INTSXN (VHF) - intersection of the West Palm Beach 013° magnetic and the Vero Beach 042° magnetic radials.

(18) SNAPPER INTSXN (LF) - intersection of the north course of the West Palm Beach and the east course of the Melbourne LF ranges.

REDESCRIBE

(19) TARPON INTSXN (VHF) - intersection of the West Palm Beach 013° magnetic and the Daytona 126° magnetic radials. Minimum reception altitude 7,000'.

(20) BONITA INTSXN (VHF) - intersection of the Wrst Palm Beach 013° magnetic and the Vero Beach 142° magnetic radials. Minimum reception alttiude 1,500'.

(21) SHARK INTSXN (VHF) - intersection of the West Palm Beach 035° magnetic and the Daytona Beach 126° magnetic radials. Minimum reception altitude 14,000'.

(22) DADE CITY, FLA. INTSXN- intersection 257° mag rad Orlando and 046° mag rad Tampa.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established;

(1) WARSAW INTSXN - direction from holding point -NE on Cincinnati VOR 217°magnetic radial- direction of turn - LEFT - Time - two minutes.

(2) MT. HEALTHY INTSXN - direction from holding point - N on Cincinnati VOR 022° radial - direction of turn - LEFT - Time- two minutes.

(3) NEW BALTIMORE INTSXN - direction from holding point - N; direction of turn - RIGHT on the W side of the N course of the Cincinnati ILS lclzr; Time - one minute.

✓ DANGER AREA AMENDMENT: The following Danger Area Amendment shall be effective September 3, 1954.

AMENDMENT NO. 87, PART 608 - DANGER AREAS

(1) In Section 608.61, the Kodiak Island, Alaska, area (D-350), published on July 16, 1949, in 14 F.R. 4298, is amended by changing the "Description by Geographical Coordinates" column to read: "N boundary: lat. 57°30'00"; E boundary: long. 150°53'00"; S boundary: lat. 57°00'00"; W boundary: long. 151°24'00'."

✓ AERONAUTICAL CHART CORRECTION: Correct Chicago Sectional Chart dated June 23, 1954 by changing west radial figure of Pontiac, Illinois, VOR from 225° to 255°.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 22, Change Athens, Georgia WB number to Liberty 6-0651; delete Strevell, Idaho.

(2) Page 23, Under New Mexico: Change Carlsbad CAA number to 5-2042; change Farmington CAA number to 76; change Hobbs CAA number to 3-3222; delete Rodeo CAA.

(3) Page 24, Under Rhode Island: Add Hillsgrove WB number Regent 7-5100; delete LaGrande, Oregon CAA facility.

(4) Page 75, Under "B" correct Boise Air Park listing to read: "Boise Airpark, Boise, Idaho.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month. WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Birmingham	Miami Local	WAC 358
Little Rock	RC 2218	WAC 410
New Orleans	WAC 357	WAC 466
San Antonio		WAC 467

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Cincinnati	8-3-54	Chicago Local	8-9-54	WAC 118	8-9-54
Nashville	8-4-54	Kansas City Local	8-9-54	WAC 308	8-9-54
New York	8-13-54	Montgomery Local	8-4-54	WAC 310	8-10-54
				DF 1	8-10-54

Instrument Flight Charts

released since August 2, 1954

AL 171 RNG	Goshen Airport	AL 19 ADF-2	Amarillo Air Terminal
AL 198 RNG-1	Houston Airport	AL 134 ADF	El Paso Intn'l Airport
AL 198 RNG-2	Houston Airport	AL 241 ADF	Lubbock Airport
AL 259 RNG	Miles City Airport	AL 262 ADF	Gen. Mitchell Field
AL 320 RNG	Philadelphia Intn'l Airport	AL 320 ADF	Philadelphia Intn'l Airport
AL 345 RNG	Roberts Field	AL 396 ADF	Sioux Falls Airport
AL 381 RNG	Hunter AFB	AL 416 ADF	Tampa Intn'l Airport
AL 416 RNG	Tampa Intn'l Airport	AL 537 ADF	Dalhart Mun Airport
AL 423 RNG	Tonopah Airport	AL 599 ADF	Danville Airport
AL 847 RNG	Eagle Mountain Airport	AL 603 ADF-2	Ponca CityAirport
AL 933 RNG	NAAS Cabaniss Fld.	AL 614 ADF	Niagara Falls Airport
AL 81 ILS	Chicago Midway Airport	AL 618 ADF	Biship Airport
AL 241 ILS-1	Lubbock Airport	AL 670 ADF	Simmons-Nott Airport
AL 262 ILS	General Mitchell Fld.	AL 866 ADF-1	Greater Ft. Worth Airport
AL 320 ILS	Philadelphia Intn'l Airport	AL 866 ADF-2	Greater Ft. Worth Airport
AL 396 ILS-2	Sioux Falls Airport	AL 82 VOR	Childress Airport
AL 416 ILS-1	Tampa Intn'l Airport	AL 104 VOR	Daggertt (CAA)
AL 416 ILS-2	Tampa Intn'l Airport	AL 198 VOR-2	Houston Airport
AL 426 ILS	Tri-City Airport	AL 396 VOR	Sioux Falls Airport
AL 618 ILS	Bishop Airport	AL 510 VOR	Vichy (CAA)
AL 661 ILS	Wilkes-Barre Airport	AL 635 VOR	Port O'Minot Airport
AL 866 ILS-1	Greater Ft. Worth	AL 862 VOR	Baldwin-Quincy Airport
AL 866 ILS-2	Greater Ft. Worth	AL 874 VOR	Wausau Airport
AL965 ILS	Ontario Intn'l Airport	OP 15	Allentown Airport
AL 19 ADF-1	Amarillo Air Terminal	OP 297	Ogden Mun Airport
RF/VOR 2, 3, 5			

(8-24-54)

RF 26A, 59
RF-VOR 51, 52, 57, 59
RF Terminal Area-Cincinnati, Detroit, Philadelphia
RF-VOR Terminal Area- Wichita-Hutchinson
RF U. S. Check List
Non Standard Holding Patterns (RF 1-59)

NEW CHARTS

AL 207 RNG-2	Jacksonville, Florida	Imeson Airport
AL 465 ILS	Yakima, Washington	Yakima Airport
AL 430 ADF	Tucson, Arizona	Tucson Airport
AL 603 ADF-1	Ponca City, Oklahoma	Ponca City Airport
AL 588 VOR-2	Butte, Montana	Butte Airport
OP 857	Anderson, South Carolina	Anderson Municipal Airport
OP 924	Lawton, Oklahoma	Lawton Airport
OP 982	Trenton, New Jersey	Mercer County Airport
OP 983	Athens, Georgia	Athens Municipal Airport

Note: See new Dates of Latest Prints "Airport Obstruction Plans" dated August 1, 1954, for information on OP Charts.

CHANGES IN INSTRUMENT APPROACH PROCEDURE MINIMUMS: Starting with Volume 9, Number 11 dated August 10, 1954, the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimuns possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. Further details may be found in the note preceding the Pittsburgh, Pa., (Allegheny County Airport) VOR on page 23 of this issue. However, all users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 7 mi SSE (158°T) at lat 33-29-06; long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195° -265° usable. Arpt apch course unusable within 15 mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. (2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
**GROVE HILL ARPT: 150' (630' MSL) lgtd rdo twr erected 38 mi W (278°T) at lat. 31-45-24; 88-24-11. (8-12)

ALABAMA: HOLT BCN SITE 60, FTW-ATL: Soon bcn site will be decmsnd. (7-31)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130; 150°-210°; 255°-270°, rough and unusable. All other courses aligned within tolerance and usable for more than 50 mi at min en route alt. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MOBILE-BATES ARPT-TOWER: About Sept 13, ILS will be shut down for approx one week-
** installation of new monitoring equip. (8-19) FLD: 313' (574'MSL) lgtd rdo relay twr erected 49 mi NNW (350°T) at lat 31-23-18; long. 88-22-14. (7-9) 326' (516'MSL) lgtd rdo relay twr erected 30 mi NE (25°T) at lat 31-05-36; long. 88-01-51. (7-10)
MONTGOMERY-RADIO: DME coverage 130°-230°, 40 mi at 1500'. (5-20)
MONTGOMERY-DANNELLY FLD: Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23)
**PRITCHARD-SKYTRAIL ARPT: 76' (186' MSL) lgtd twr erected 6.1 mi SE (132°T) at lat. 30-41-31; long. 88-02-50. (8-14)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)
COCHISE-RADIO: DME coverage 14°-35°, 40 mi at 12,000'; 35°-105°, 50 mi at 12,000'; 105°-185°, 50 mi at 10,000'; 185°-210°, 50 mi at 11,000'; 210°-245°, 40 mi at 11,000'; 245°-335°, 50 mi at 11,000'; 335°-015°, 50 mi at 12,000'. (6-30)
★DOUGLAS-RADIO: About Sept. 15, VOR will be shut down until approx Sept. 22 - freq chg from 112.9 mc to 112.6 mc. (8-5) Correct VOR lat 31-30-47, long. 109-40-16. (9-9)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 50 mi at 10,000'; 50°-90°, 50 mi at 5000'; 90°-180°, 50 mi at 7000'; 180°-215°, 50 mi at 4000'; 215°-235°, 50 mi at 6000'; 235°-255°, 40 mi at 6000'; 255°-270°, 50 mi at 6000'; 270°-325°, 50 mi at 8000'. (7-15)
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PHOENIX-RADIO: DME coverage 50 mi: 340°-105° at 10,000'; 105°-235° at 7000'; 235°-280° at 5000'; 280°-340° at 8000'. (6-29)
PRESCOTT-RADIO: VOR radials 185° - 225° usable dist 40 mi at 10,000'; 135°-145° and 165° - 185° usable dist 45 mi at 10,000'.
TUCSON -RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 30 mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
★WINSLOW-RADIO: Aug 17, Joseph City FM perm discontd.
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: EL DORADO-RADIO: DME coverage 2500' MSL, 50 mi in all quads. (7-8)
FAYETTEVILLE ARPT: Men and equip on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
**HOT SPRINGS-MEMORIAL ARPT: 207' twr lctd 2 mi ESE (100°T) at lat 34-28-43; long. 93-02-31, has been dismantled. (8-10)
LITTLE ROCK-RADIO: DME coverage 30°-240°, 50 mi at 2500'; 240°-30°, 50 mi at 4000'.
PINE BLUFF-RADIO: DME coverage 50 mi at 2500' MSL in all quads. (7-7)
★TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 50 mi in all quads. Aug. 17, Prescott FM perm decmsnd.
WALNUT RIDGE -RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm. (8-24-54)

CALIFORNIA: BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 150°-360° and 90°-150°, 50 mi at 6000'; 150°-165°, 50 mi at 4000'; 165°-188°, 45 mi at 7000'; 189°-200°, 30 mi at 6000'; 200°-220°, 45 mi at 6000'; 220°-293°, 50 mi at 9000'; 293°-310°, 30 mi at 9000'; 310°-327°, 40 mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 25 mi; 330°-350°, 60 mi at min instr alt; 350-090°, 30 mi at 7000', 50 mi at 8000'.
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)
★FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. Aug 17, Callahan FM perm discontd.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 50 mi at 3000'; 350°-010°, 50 mi at 8000'; 010°-030°, 50 mi at 9000'; 030°-120°, 40 mi at 9000'; 120°-150°, 40 mi at 6500'; 150°-335°, over water, not checked. (6-16) Effect. Sept. 3, DME at VOR site will be discontd. (8-20)
★FRESNO-RADIO: DME coverage 50 mi as follows: 320°-105°, at 12,000'; 105°-180° at 3000'; 180°-240° at 7000'; 240°-285° at 3000'; 285°-320° at 2000'. Aug 17, Bowles FM perm discontd.
FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)
GASQUET ARPT: N side of strip clsd - const.
KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 7000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT-TOWER: About Aug 23, ILS on Rnwy 25L will be inop; ILS on Rnwy 25R will be oper, but radar monitored apchs not avail until approx Sept 23. (8-16) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300 and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)
NEEDLES-RADIO: VOR 40 mi coverage from 5° - 15° and 190° - 205° at 8000', and 50° radial at 10,000'.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vicinity of Alameda NAS. Extensive tfc including jets operate in tfc pat bp to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-1) DME coverage 80°-120°, 50 mi at 6000'; 120°-175°, 50 mi at 5000'; 175°-280°, 50 mi at 4000'; 280°-290°, 40 mi at 4000'; 290°-305°, 50 mi at 4000'; 305°-340°, 50 mi at 6000'; 340°-350°, 40 mi at 6000'; 350°-030°, 20 mi at 4000'; 30°-60°, 30 mi at 5000'; 60°-80°, 40 mi at 5000'.
OCEANSIDE-HI-HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)
ONTARIO-RADIO: DME coverage 0°-90°, 50 mi at 13,000'; 90°-135°, 50 mi at 9000'; 135°-150°, 30 mi at 7000'; 150°-200°, 20 mi at 7000'; 200°-280°, 40 mi at 7000'; 280°-300°, 50 mi at 9000'; 300°-330°, 50 mi at 13,000'; 330°-350°, 30 mi at 13,000'; 350°-0°, 40 mi at 13,000'.
ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26)
PALMDALE-RADIO: VOR coverage 120°-150°, 40 mi at 10,000'; 150°-180°, 40 mi at 9000'.
**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)
PALO ALTO ARPT: WNW/ESE Rnwy and all dirt areas clsd. Use main NNW/SSE Rnwy 1900' only with extreme caution. Men and equip. on fld. Caution - construction. (8-1)
PASO ROBLES-RADIO: DME coverage 315°-45°, 50 mi at 7000'; 45°-105°, 50 mi at 5000'; 105°-125°, 50 mi at 6000'; 125°-190°, 50 mi at 5000'; 190°-220°, 50 mi at 6000'; 220°-235°, 40 mi at 6000'; 235°-245°, 30 mi at 6000'; 245°-270°, 40 mi at 6000'; 270°-315°, 50 mi at 5000'. (6-15)
PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.
RED BLUFF-RADIO: DME coverage 360°-108°, 50 mi at 10,000'; 108°-180°, 50 mi at 4000'; 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000'.
RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (7-28)
**ROSEMEAD-PASADENA-ROSEMEAD ARPT: Name changed to Fletcher Arpt. (8-9)
SACRAMENTO-RADIO: VOR usable dist 245°-260°, 45 mi at 3000'. (6-1) DME coverage 50 mi as follows: 10°-100° at 9000'; 100°-165° at 2000'; 165°-235° at 4000'; 235°-300° at 5000'; 300°-340° at 2000'; 340°-010°, danger area.
**SACRAMENTO-HANNAM ARPT: Aug 9, fld perm discontd. (8-13)
★SACRAMENTO-MATHER AFB-RADIO: Change H fac freq 407 kc to 405 kc. (8-13)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95°, and 135°-295°, 40 mi at min instr alt. DME coverage 20°-44°, 30 mi at 7000'; 44°-49°, 20 mi at 7000'; 49°-90°, 30 mi at 7000'; 90°-130°, 50 mi at 7000'; 130°-145°, 30 mi at 7000'; 145°-153°, 20 mi at 7000'; 153°-180°, 30 mi at 7000'; 180°-225°, 50 mi at 7000'; 225°-300°, 50 mi at 5000'; 300°-20°, 50 mi at 7000'.
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
★SAN FRANCISCO-RADIO: DME coverage 10°-30°, 20 mi at 5000'; 30°-85°, 30 mi at 7000'; 85°-100°, 40 mi at 7000'; 100°-120°, 50 mi at 7000'; 120°-160°, 50 mi at 6000'; 160°-180, 30 mi at 5000'; 180°-225°, 20 mi at 5000'; 225°-265°, 30 mi at 5000'; 265°-345°, 50 mi at 5000'; 345°-010°, 40 mi at 4000'. (6-15) Aug 17, Belmont and Halfmoon Bay FMs perm discontd.
SAN FRANCISCO INTERNATIONAL ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. equip. on fld. A hump of 5'' rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20)
★SAN NICHOLAS ISLAND-RADIO: Navy H fac name changed to San Nicholas. (8-13)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTRY ARPT: Men and equip. Rnwy 3-21, daylgt hrs. (8-20)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 30 mi at 9000'; 30°-45°, 40 mi at 9000'; 45°-80°, 50 mi at 9000'; 80°-95°, 40 mi at 4000'; 95°-110°, 50 mi at 4000'; 110°-260°, not checked 260°-325°, 50 mi at 7000'; (6-28)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on Rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 40 mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)
**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long.: 39-09-30; 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg remarks to: P-line S. Use gravel strip wet wea. (10-8)
COLORADO: **ALAMOSA ARPT: No. of rnwys: 2. Lngst rnwy & facs: H59-B*L4-W. NW/SE strip closed. ENE/WSW emergency use only. (8-13)
CHEYENNE WELLS ARPT: Caution - ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-23)
★DENVER-RADIO: Aug. 17, Watkins FM perm discontd.
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
GRANBY ARPT: Closed.
KREMMLING-ARPT: Closed - construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
**PUEBLO #1ARPT: Abandoned. (6-29)
**PUEBLO #2 ARPT: Name changed to Pueblo Municipal Airport. (7-7)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1) (8-24-54)

CONNECTICUT: HARTFORD-RADIO: DME at VOR site shut down. (3-16)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 015-050°, 50 mi at 2500'; 050-180°, 50 mi at 2000'; 180-270°, 50 mi at 2500'; 270-285°, 40 mi at 3000'; 285-320°, 50 mi at 3000'; 320-360°, 40 mi at 3000'; 306-015°, 40 mi at 2500'. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5°S. TVOR min en route alt coverage restrictions as follows: 265° - 90° 30 mi; 90°-180° 25 mi; 180°-265° 20 mi. LF rng has auto voice ident on test basis. (8-10)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgt s rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.
FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.
FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
★JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) Aug 17, Bayard FM perm decmsnd. VOR operg test basis.
**JACKSONVILLE-CRAIG FLD: 135' lgtd twr erected 8.5 mi NE (60°T) at lat 30-23-45; long. 81-23-44. (8-12)
★KEY WEST-RADIO: Aug. 17, Stock Island FM perm decmsnd.
KEY WEST-ME ACHAM FLD: Caution advised due to const of 690' extension to apch end Rnwy 8 in progress. (5-4)
MIAMI: Flights thru D-169 prohibited below 25,000' - days.
★MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for letdown purposes to Rnwy 9R. (10-30) Aug 17, Krome FM perm decmsnd. DME coverage 50 mi at 1500' at all azimuths. (8-6)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36 St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
★MIAMI MCAS-RADIO: Navy H fac name changed to Marine Master. (8-13)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 28R-10L closed for takeoff and lndgs. (8-17)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' of above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PERRY-FOLLEY ARPT: UNICOM (122.8 mc) not available. (7-2)
ST. PETERSBURG-WHITTED CGAS ARPT: Const S of Arpt. (6-16)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)
**TAMPA: Effect. Sept 3, Warning Area #184 will be rescinded. (8-3)
★TAMPA RADAR APPROACH CONTROL CENTER-RADIO: Aug 15, radar arrival ctl inaugurated. Civil acft: 118.5 mc. Mil acft: 136.8 and 335.8 mc.
★TAMPA-RADIO: VOR flgt-checked on arwy radials only. (11-25) Radial 180° flgt-checked.
FLORIDA: Aug 17, Lutz FM perm decmsnd. (7-4)
TAMPA INTERNATIONAL ARPT-TOWER: About Sept 13, ILS lclzr and glide slope will be shut down for approx 3 weeks - installing new monitor equip. (8-5)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 40 mi at 1500' at all azimuths. (8-6)
**VERO BEACH ARPT: 212' (235'MSL) lgtd twr erected 15 mi NW (259°T) at lat 27-45-03; long. 80-37-41. (8-11)
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials; 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 40 mi at 1500' at all azimuths. (8-6)
**WEST PALM BEACH-PALM BEACH INTERNATIONAL (AFB) ARPT: ARPT OF ENTRY. This corrects AIRGI Vol. 9, No. 11, where Palm Beach County Park Arpt was erroneously shown as Arpt of Entry. (8-16)
WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 15.5 mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20, 85, 205, 279, 320° from stn.
**ALBANY ARPT: 414' (631' MSL) lgtd TV twr located 5 mi N (358°T) at lat 31-36-46; long. 84-11-18. (7-20)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2600' at 50 mi. (3-15)
ALMA-RADIO: DME and VOR coverage 40 mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 20 mi of stn. All other courses usable without restriction for more than 50 mi at min en route alt.
**ATLANTA-FULTON COUNTY ARPT: 500' (1559'MSL) lgtd TV antenna erected 6.8 mi E (82°T) at lat 33-47-36; long. 84-24-22. (8-14)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
**BRUNSWICK-McKINNON ARPT: UNICOM (122.8 mc) available. (7-29)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. DME at VOR site shut down for indefinite period. (6-30)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2000' beyond 30 mi in all quads. (7-6)
DUBLIN ARPT: Bcn and rnwy lgts inop. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14) DME coverage 20° - 70°, 50 mi at 2000'; 70°-160°, 50 mi at 2400'; 160°-270°, 50 mi at 2000'; 270°-20°, 50 mi at 4000'. (6-26)
MACON-RADIO: DME usable dist at ;min en route alt 40 mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (8-4)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.
SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn. (6-29)
★SAVANNAH-RADIO: Aug. 17, Richmond Hill FM perm decmsnd. Aug 12, VOR flgt-checked and cmsnd. (8-14)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down. (7-2)
DANIELS, BCN SITE 10, SLC-GTF: Effect. Aug 30, bcn site will be discontd. (8-23)
**DUBOIS ARPT SITE 23, SLC-GTF: Bcn changed to 36° double end, flash alt 6 clear and green fpm. (8-23)
FISH LAKE USFS ARPT: Closed - repairs. (7-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° -60°, 49 mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgts inop.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60-120°, 40 mi at 12,000' MSL. (7-9)

IDAHO: SPENCER BCN SITE 25, SLC-GTF: ** Beacon changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 5 (dot dash dot). (8-23)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Rnwy 12-30 clsd-open trench across end rnwy. (5-12)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW, SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)
★BRADFORD-RADIO: Aug 11, H fac cmsnd. Freq: 382 kc. Ident; BDF Class: BMH.
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop. (7-23)
CENTRALIA ARPT: N/S gravel strip under const - use cation. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 16.5 mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 40 mi and 110°-250°, 45 mi. DME coverage 50°-151°, 50 mi at 2000'; 151°-285°, 40 mi at 2000'; 285°-50°, 50 mi at 2300'.
**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip E side of rnwy. (3-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
**DANVILLE ARPT: Closed-unsafe for landing. (8-2)
**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-Sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)
**FLORA ARPT: Abandoned. (6-22)
**GRAYMONT-CARROLL ARPT: Closed. No services avail. - unattended. (8-6)
KEWANEE ARPT: Arpt under construction - Strip being resurfaced - ridges of dirt on both sides. (8-11)
**LACON-MARSHALL COUNTY ARPT: N/S Rnwy 1740' x 50' hard surface. Shoulders rough.
MARION AIRPARK: Closed. (7-12)
NAPERVILLE-RADIO: VOR shut down until approx Aug 26- modernization. (7-22)
**TAYLORVILLE ARPT: 2200' N/S Rnwy hard surface. Soft shoulders - caution. Serv: S5. Fuel: F3. (7-16)
**WOODSTOCK ARPT: Rgt tfc W. (6-15)
INDIANA: AUBURN ARPT: 856' (1723' MSL) TV twr located 3.5 mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
★EVANSVILLE-DRESS MEMORIAL ARPT- TOWER: ILS lclzr back course unusable for back course apchs. (8-19) FLD: five 135' LF range twrs lctd 5.7 mi N, no longer obst lgtd. (7-7) S 1450' N/S Rnwy and SW 1000' NE/SW Rnwy clsd - repairs. Usable remaining length N/S Rnwy 3600' and NE/SW Rnwy 5000'. (8-20)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200' ngt operns. 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - constr. all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748'MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 40 mi at 2300'; 145°-172°, 50 mi at 2200'; 172°-310°, 40 mi at 2100'; 310°-46°, 50 mi at 2000'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)

INDIANA: INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet-braking action poor. (3-19) Due to non-visibility, twr unablt to control tfc on taxi-way from SE hangar to the turning ramp. (8-13)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: NW/SE taxi strip clsd from SE apch end to intersection of NE/SW Rnwy - const. (5-26) NE/SW Rnwy clsd-const. (6-18)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
★DES MOINES ARPT-TOWER: Aug 13, trans & rcvr 257.8 mc cmsnd. (8-16) FLD: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
**SHENANDOAH ARPT: Rnwy lgts and bcn operg sunset - sunrise. (8-16)
SIOUX CITY-RADIO: DME coverage 77°-103°, 40 mi; 103°-173°, 50 mi; 173°-244°, 30 mi; 244°-77°, 50 mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 6 mi ENE (68°T) at lat. 42-34-27; long. 96-22-11. (7-14)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: July 1, DME at VOR site shut down.
**EL DORADO ARPT: 198' (1600' MSL) lgtd guyed twr erected 2 mi N (15°T) at lat. 37-48-26; long. 96-48-00. (6-24)
**FORT SCOTT ARPT: 205' rdo twr will be erected 3 mi E (80°T) at lat 37-48-42; long. 94-42-39. (7-9)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip near rnwys, days. (7-23)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier located 1200' N of S end N/S Rnwy oper daylgt hrs only. Barrier chains lctd alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (7-2)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (7-20)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd - use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160° -230° due to interference Ponca City, Okla. H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT-TOWER: About Sept 3, trans & rcvr 126.18 mc will be changed to 137.88 mc. (8-20)

KANSAS: TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. Due to non-visibility twr unable to ctl tfc on last portion of base leg and all of final appch for Rnwy 17, on N/S Taxiway and on Rnwy 17 and 13 from apch end to first rnwy intsxn. (10-23)

ULYSSES ARPT: All strip lgts inop. (4-29)

★WICHITA-RADIO: June 30, DME shut down until approx Aug 13 - relctn. (8-6) Aug 17, Kechi FM on N course perm discontd.

**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr being erected 10 mi NW (328°T) at lat. 37-46-54; long. 97-31-10. (7-27)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5kc, 122.5mc. Listen 278kc;119.5 mc or range voice channels. (4-28)

KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.

CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-RADIO: March 27, DME shut down. (3-29)

LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. Sept 5, twr hrs of opern will be 0800-2400. (8-3) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10) About Sept 3, trans & rcvr 119.1 mc will be decmsnd and trans & rcvr 119.1 mc will be cmsnd. (8-12)

**MANCHESTER-SKY ARPT: Abandoned. (6-18)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

LOUISIANA: ★ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution. Correct LF rng lat 31-15-14, long. 92-28-42. Correct VOR lat 31-15-23, long. 92-30-02. (9-10)

★ALEXANDRIA AFB-RADIO: USAF UHF/DF decmsnd. (8-19)

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV erected 5 mi ENE (75°T) at lat. 31-18-22; long. 92-24-56. (7-25)

BATON ROUGE-RYAN ARPT-TOWER: About Sept 7, ILS lclzr and glide slope will be shut down until approx Sept 14 - installation new monitor equip. (8-4) FLD: Constr work at center intersection of rnwys-max duration 20 days. Rnwy lngths avail durg period: Rnwy 17 - 2100'; Rnwy 35 - 1800'; Rnwy 22 - 2700'; Rnwy 04-2650'; Rnwy 13 - 2997'; Rnwy 31 - 1900'. Max height constr equip. 15' at end of rnwys at intersection. Taxiway between Rnwys 13-17 and between W ramp and center intersection of rnwys clsd. (8-5)

HAMMOND ARPT: Beacon inoperative. (5-25)

★LAKE CHARLES-RADIO: Correct LF rng lat 30-10-33, long. 93-08-51. Correct VOR lat 30-09-22, long. 93-13-45. (9-10)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20° - 40° and 310° - 335°. (4-14) DME coverage 360°-120°, 50 mi at 1500'; 120°-150°, 40 mi at 1500'; 150°-180°, 50 mi at 1500'; 180°-360°, 50 mi at 1800'. (7-2)

MONROE-SELMAN ARPT-RADIO: About Aug 23, ILS lclzr and glide slope will be shut down until approx Aug 30 - installation new monitor equip. (8-4)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

NEW ORLEANS-RADIO: Soon, La Place FM will be perm decmsnd. (7-16)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)

SHREVEPORT-RADIO: DME coverage all quads, 50 mi at 1900. Soon Dixie FM will be

LOUISIANA: perm decmsnd. (7-16)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution. (6-11) VHF/DF unreliable below 2500'. (9-29)

SHREVEPORT-GREATER SHREVEPORT ARPT-TOWER: About Aug 30, ILS lclzr and glide slope will be shut down until approx Sept 6 - installation new monitor equip. (8-5)

**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 40 mi at min en route alt. (6-7)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt. DME coverage 300°-010°, 50 mi at 5000'; 010°-235°, 50 mi at 2500'; 235°-260°, 40 mi at 2500'; 260°-300°, 50 mi at 2500'.

**DEXTER ARPT: Arpt abandoned in error. (8-2)

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 mi. (4-15)

MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.(6-6)

PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 40 mi; 290°-30°, 35 mi at minimum instr alt. All courses within tolerance. DME shut down. (5-12)

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)

BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.

★BALTIMORE-GLENN MARTIN ARPT-TOWER: Twr hrs of opern: 0818-1700 Mon-Fri. Trans & rcvr 257.8 mc operg.

**CAMBRIDGE-HORN'S POINT ARPT: Type: L. Lat 39-35-30; long. 76-08-15. Elev: 10. Lctn: 3 WNW. No. of rnwys: 3. Lngst rnwy & facs: 26. Remarks: SSW blkd. (5-2)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi 015°-245° at 4500'; 245°-330° at 3500'; 330°-350° at 2000'; 350°-015° at 3000'. (3-17)

CROOM-COLU MBIA ARPT: Fld clsd July 17 thru Sept 1. (7-26)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

**ADAMS ARPT: Closed. (7-17)

**BOLTON ARPT: Closed. (8-13)

★BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) Aug 17, South Boston FM perm discontd. About Sept 3, Dedham FM ident will be changed to 3 dashes; Franklin FM will be changed to 2 dots-3 dashes. (8-16)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 clsd - Monday thru Sat 1500-1800. (6-2)

BOSTON-LOGAN ARPT-TOWER: ILS glide slope freq 335.0 mc inop. - modernization.(7-23) FLD; Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (3-12) Rnwys 4R-22L and 9-27 clsd daylgt hrs - pavement repairs. (5-27)

BOSTON-REVERE ARPT: Lgtd 40' boom - working end Rnwys 13 and 15. (7-23)

**BROCKTON ARPT: Closed. (7-17)

EASTON-AMES FLD: Equip. on fld. (8-13)

HYANNIS-BARNSTABLE ARPT: 100' temp. twr erected tip Pt. Gammon 3 mi SSE. (7-30)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)

MASSACHUSETTS: **NEWBERRY-PLUM ISLAND: Closed. (8-13)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing September 19 and October 24- marker will be displayed. (5-4)
**SPRINGFIELD ARPT: Abandoned. (6-4)
★SQUANTUM-RADIO: Aug 17, Easton and Brant Rock FMs perm decmsnd.
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld-days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**BRIGHTON-HYNE ARPT: 368' (1552' MSL) lgtd twr erected 4 mi ESE (105°T) at lat. 42-33-25, long. 83-41-38. (8-12)
DETROIT-RADIO: DME coverage 260°-290°, 40 mi at min en route alt. (6-11)
**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 11 mi NW (295°T) at lat. 42-28-59, long. 83-12-20. (7-23)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
**FLINT-BISHOP ARPT: 368' (1258' MSL) lgtd twr erected 12 mi E (90°T) at lat. 42-56-52, long. 83-30-00. (8-12)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlted acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 15 mi NNE (08°T) at lat. 42-24-57, long. 85-31-49. (7-18)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable appro: 6 to 8 mi-interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.
★MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000' in all quads. (6-30) USAF VOR unreliable below 3000' MSL beyond 50 mi. (4-21) USAF H fac cmsnd. Freq: 365 kc. Ident: MTC. Lctd at lat 42-37-45, long. 82-50-12. Class: MHW.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry.
**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)
PULLMAN-RADIO: DME coverage 40°-136°, 30 mi; 136°-172° and 265°-306°, 40 mi at min en route alt. (6-16)
**ROMEO ARPT: Lngst rnwy & facs: 33-S5.
SALEM-RADIO: June 2, VAR shut down-conversion to VOR. (6-14)
**SOUTH HAVEN ARPT: Lngst rnwy and facs: 34-BL4-S1-U. (6-30)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 40 mi at min en route alt. (8-3)
**BRAINERD ARPT: Bcn and lights operated on prior req only. (6-24)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23)
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.8 mi SE (135°T) at lat. 46-47-20, long. 92-06-51. 558' (1784' MSL) lgtd twr erected 4.6 mi SE (140°T) at lat. 46-47-08, long. 92-07-15. (8-4). 3' Stakes marking all rnwy and taxiway lights. Sod areas unsafe.
**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)
FAIRMONT ARPT: SE 2200' of NW/SE Rnwy hard surface-feathers into the NW end.
**MINNEAPOLIS-CRYSTAL ARPT: UNICOM (122.8 mc) inoperative. (7-8)
**MINNEAPOLIS-FLYING CLOUD ARPT: UNICOM (122.8 mc) inoperative. (7-8)
★MINNEAPOLIS-ST. PAUL INTERNATIONAL ARPT-TOWER: Aug 17, DME at ILS lclzr site flight-checked and cmsnd. About Sept. 7, PAR will be shut down until approx Oct. 1- modification. (8-17) FLD: Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved area only xcpt in emerg.
**MONTICELLO ARPT: Sept 8 work will be completed on 203' rdo twr erected 13 mi NE (60°T) at lat. 45-24-57, long. 93-32-47. (8-3)

MINNESOTA: **PERHAM ARPT: Sept. 1, work will be completed on 290' rdo twr erected 4 mi NW (310°T) at lat. 46-38-32, long. 95-40-20. (8-4)
ROCHESTER-RADIO: DME coverage 245°-200°, 50 mi and 200°-245°, 40 mi at min en route alt. (7-6)
**ST. CLOUD-WHITNEY MEMORIAL ARPT: Sept. 1, work will be completed on 265' perm rdo twr erected 17 mi NE (40°T) at lat. 45-46-48, long. 93-56-12. (8-3)
**STAPLES ARPT: Sept 9, work will be completed on 253' rdo twr 14 mi SW (150°T) at lat 46-11-37, long. 94-38-53. (8-4)
**THIEF RIVER FALLS ARPT: Bcn and lights on req after 2400. (6-24)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 50 mi at 1800'; 70°-110°, 40 mi at 1800'; 110°-175°, 30 mi at 1700'; 175°-210°, 40 mi at 1700'; 210°-310°, 50 mi at 1700'; 310°-040°, 40 mi at 1800'.
**GULFPORT: Warning Area W-453 amended: activities to include night photographic missions. Time of Use to be unlimited during month of August. The 30-day waiting period is waived. (6-22)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
★JACKSON-RADIO: Aug 17, the Pelahatchie and Florence fan mrkrs perm decmsnd.
**McCOMB-PIKE CO. ARPT: ENE/WSW Strip ruf-bndry lgts discontd. (6-21)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
**MERIDIAN-KEY FLD: Unlgtd 126' (521'MSL) microwave twr erected 22 mi SSE (168°T) at lat. 32-02-12, long. 88-39-21. (8-6)
MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal landing or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg on test basis, without voice. Freq: 113.0 mc, Ident: Cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 1 mi NW (345°T) at lat. 39-05-03, long. 94-30-57. (7-9)
KENNETT ARPT: Closed-construction. (8-16)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy clsd. Use N/S Rnwy next to theatre. (6-5)
**ST. LOUIS-KRATZ ARPT: Longest rnwy and facs: 32-S5. (6-28)
**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected 10 mi SE (150°T) at lat. 38-37-41, long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Hvy const equip. on both sides first 1000' all rnwys. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (2-19) Drive-in theatre with screen 50' high and refreshment bldg 80' long, 1300' SE of ESE/WNW Rnwy at lat. 38-45-00, long. 90-23-00. (4-29)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

(8-24-54)

MISSOURI: **SIKESTON-MEMORIAL ARPT: Aug. 30, work will be complettd on 148' rdo twr erected 1 mi SW (215°T) at lat 36-52-45; long. 89-34-24. (8-12)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: ★BILLINGS-RADIO: Aug. 17, Billings FM perm discontd. Concurrently, the 2 dot prefix Park City FM ident discontd. DME and VOR coverage 350°-80°, 50 mi at 5000'; 80°-130°, 50 mi at 8000'; 130°-270°, 50 mi at 9000'; 270°-350°, 50 mi at 8000'.
BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 mi at 11,000'; 185°-200°, 40 mi at 11,000'; 200°-250°, 50 mi at 11,000'; 250°-290°, 50 mi at 9000'; 290°-330°,50 mi at 11,000'.
**BULL MOUNTAIN BCN SITE 24, HLN-TWIN CITIES: Beacon changed from 6 to 12 clear fpm. No change in course light identification. (8-2)
BUTTE-RADIO: VOR and DME coverage 317°-352°, 40 mi at 9000'; 352°-020°, 40 mi at 10,5000', 020°-068°, 30 mi at 10,500'; 068°-080°, 40 mi at 10,500'; 080°-118°, 50 mi at 10,500'; 118°-135°, 40 mi at 11,000'; 135°-157°, 50 mi at 11,500'; 157°-164°, 40 mi at 11,000'; 164°-176°, 30 mi at 11,000'; 176°-198°, 20 mi at 10,500'; 198°-220°, 30 mi at 11,000'; 220°-248°, 40 mi at 11,000'; 248°-264°, 30 mi at 11,000'; 264°-317°, 40 mi at 11,000'. (6-24)
About Sept 14, LF rng will be decmsnd, concurrently the Homestake FM ident will be changed to 4 dashes. (8-17)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DELL ARPT SITE 28, SLC-GTF: Soon beacon will be changed to 36'' double end, flashing alternately 6 clear and 6 green fpm. (6-15)
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 20 mi - 55°-70°, 30 mi and 70°-110°, 40 mi at 9000'; 110°-150°, 20 mi -150°-260°, 30 mi at 10,000'; 260°-290°, 20 mi at 9000'; 290°-320°, 30 mi at 10,000'. (6-16)
**DRUMMOND ARPT: N/S Strip discontinued. (7-29)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
KALISPELL-RADIO: About Sept 14, MHW fac will be perm discontd. (8-10)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR and DME coverage 320°-15°, 20 mi at 11,000'; 15°-85°, 50 mi at 9000'; 85°-200°,10 mi at 11,000'; 200°-230°, 30 mi at 11,000'; 230°-250°,40 mi at 10,000'; 250°-280°, 40 mi at 11,000'; 280°-320°, 50 mi at 11,000'. (6-16)
LODGE GRASS BCN SITE 34, CYS-GTF: Soon bcn will be changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (. . . .) (6-16)
★MILES CITY-RADIO: VOR and DME coverage 020°-070°, 50 mi at 4300'; 070°-220°, 50 mi at 6000'; 220°-255°, 50 mi at 5000'; 255°-285°, 50 mi at 8000'; 285°-020°, 50 mi at 6000'. (8-16) Aug 21, trans & rcvr 255.4 mc cmsnd. (8-21)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 20 mi at 11,000'; 40°-70°, 30 mi at 11,000'; 70°-110°, 20 mi at 9000'; 110°-125°, 30 mi at 11,000'; 125°-160°, 40 mi at 11,000'; 160°-175°, 30 mi at 9000'; 175°-195°, 20 mi at 9000'; 195°-220°, 30 mi at 11,000'; 220°-235°, 20 mi at 9000'; 235°-270°, 30 mi at 11,000'; 270°-290°, 40 mi at 9000'; 290°-355°, 30 mi at 11,000'.
MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end apch ENE/WSW Strip. (8-13)
MULLAN PASS-RADIO: DME and VOR coverage 340°-300°, 50 mi at 9000'; 300°-340°, 40 mi at 9000'. (5-21) Caution - E course LF rng has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35 mi which progresses outwards with distance. (6-25)
★WHITEHALL-RADIO: VOR and DME coverage 300°-360°, 30 mi at 10,500'; 360°-47°, 30 mi at 11,000'; 47°-70°, 40 mi at 11,000'; 70°-96°, 40 mi at 9000'; 96°-118°, 30 mi at 11,000'; 118°-164°, 20 mi at 11,500'; 164°-197°, 40 mi at 10,500'; 197°-213°, 30 mi at 11,500'; 213°-228°, 20 mi at 11,500'; 228°-250°, 30 mi at 11,500'; 250°-277°, 30 mi at 10,000'; 299°-330°, 20 mi at 10,500'. (6-23) Aug 17, Whitetail FM on N course perm discontinued.
NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
BEATRICE ARPT: E/W Strip open days only for lgt acft.
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
**INDIANOLA-KANSAS RIVER DISTRICT ARPT: Abandoned. (11-5)
LEXINGTON ARPT, SITE 27A DEN-GRI: Taxiway soft when wet.
LINCOLN-RADIO: ILS lclzr and glide slope shut down until approx Aug 28 - modification.
**OMAHA ARPT: 150' (MSL 1142') lgtd brick stack erected 2.3 mi SW (220°T) at lat 41-16; long. 95-55. (8-19) FLD: Due to non-visibility twr unable to ctl tfc on final apch leg
NEBRASKA: and first 2000' of Rnwy 17L, base and final cpch legs and first 2500' of Runways 14L,14R, parking ramp and taxiways N of Admin. Bldg.--tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
RUSHVILLE-MODISETT ARPT: Caution-bales of hay on airport and runways. (7-29)
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed. Caution - men and equip. on airport and runways. (7-29)
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 40 mi; 90°-125°, 30 mi; 120°-170°, 20 mi 170°-240°, 40 mi; 240°-300°, 20 mi; 300°-360°, 50 mi at 12,000'. (5-7)
ELKO ARPT: Runway 12-30 closed-construction. (7-30)
ELY ARPT: Construction on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-RADIO: July 1, DME at VOR site shut down. (8-19)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000' 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 40 mi at 12,000'. DME coverage 5°-30°, 35 mi at 12,000'; 30°-60°, 40 mi at 12,000'; 60°-160°, 30 mi at 12,000'; 160°-240°, 50 mi at 10,000'; 240°-5°, 40 mi at 12,000'. (5-6)
**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and runway lights no longer available. (6-23)
MORMON MESA-RADIO: DME coverage: 350°-050°, 50 mi at 10,000'; 050°-065°; 50 mi at 13,000'; 065°-080°, 40 mi at 13,000'; 080°-105°, 50 mi at 13,000'; 105°-115°, 40 mi at 13,000'; 115°-130°, 30 mi at 13,000'; 130°-140°, 40 mi at 13,000'; 140°-215°, 50 mi at 7000'; 215°-270°, 50 mi at 12,000'; 270°-280°, 40 mi at 12,000'; 280°-340°, 30 mi at 12,000'; 340°-350°, 50 mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 35 mi at 12,000'; 10°-35° and 45°-85°, 40 mi at 11,000'. DME coverage 45°-75°, 50 mi at 10,000'; 75°-110°, 30 mi at 12,000'; 110°-180°, 50 mi at 13,000'; 180°-200°, 30 mi at 13,000'; 200°-240°, 20 mi at 13,000'; 240°-280°, 40 mi at 11,000'; 280°-350°, 50 mi at 11,000'; 350°-45°, 40 mi at 12,000'. (5-7)
RENO ARPT: Runway 16-34 clsd-const., acft parked on S 3000'. (7-6)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 40 mi at 12,000'; 50°-80°, 35 mi at 12,000'. DME coverage 15°-160°, 30 mi at 12,000'; 160°-210°, 50 mi at 10,000'; 210°-250°, 30 mi at 12,000'; 250°-345°, 40 mi at 12,000'; 345°-15°, 50 mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 40 mi at 5000'; 350°-010°, 40 mi at 5000'; 010°-030°, 30 mi at 5000'; 030°-075°, 40 mi at 4000'; 075°-100°, 40 mi at 2500'; 100°-120°, 30 mi at 2000'; 50 mi at other azimuths at min en route alt. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)
NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts bothends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 30 mi; 200°-60°, 25 mi at min en route alt. DME coverage 60°-270°, 30 mi at 2500'; 270°-330°, 20 mi at 4000'; 330°-60°, 30 mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlighted p-line 150' long erected 500' NE of NE/SW Runway.
COLT'S NECK-RADIO: About Aug 23, VOR will be shut down for approx 3 days - modernization. (7-23)
**MARLTON-MEDFORD ARPT: Lngst rnwy & facs: 25-*L4-S5-U. (3-10)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM. (8-24-54)

NEW JERSEY: NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts - mrkd. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shilment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY-ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

**RICHLAND-CAVOLI'S ARPT: No. of rnwys: 1. Lngst rnwy & facs: 26-*L4-S5.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft if gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. 40' boom adj all rnwys-days only. (7-6)

**TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take 0ff clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Fifty cents landing fee all acft. (8-18)

NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Arpt. (6-25)

*ALBUQUERQUE-RADIO: Aug. 17, Juan Tomas FM perm discontd.

**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)

ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169°-319° below 16,000'.

**ALBUQUERQUE-KIRTLAND AFB: 175' lgtd rdo twr erected 12 mi WSW (257° T) at lat 35-00-58, long. 106-49-37. (8-5) Bldgs and p-lines lctd apch end Rnwy 21. Caution - landing on Rnwy 21. (7-6) Rnwy 11-29 clsd thru Aug 31 - const. (8-17)

CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 50 mi at 10,000'. Coverage in Mexico not checked. (5-22)

*DEMING-RADIO: Aug. 17, HW fac perm discontd.

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru Sept. 8 in area lctd approx 7.5 mi SE, about 14 mi E of Gallup Arpt. (3-5)

*GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7) Aug 17, LF rng perm decms nd.

*LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn. Aug. 17, Maxwell FM perm discontd.

LAS VEGAS ARPT: Fld lgrs inop. (8-10)

OTTO-RADIO: VOR radials usable 30 mi. (12-1)

ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing weather visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)

*SANTA FE-RADIO: VOR radials restricted to Arwys only. Aug. 17, H fac perm discontd.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: **AMITYVILLE-ZAHNS ARPT: No. of rnwys: 2. Lngst rnwy & facs: h42-L4-S5-U-W. Fuel: F4. Chg rem to: P-line NNE. Rgt tfc E. (7-27)

BALLSTON SPA ARPT: Diving runs B-26 acft from 10,000' and 20,000' at 20° angle on N-S heading reaching 400 mph level off 2000' in progress daylight hrs VFR conditions. (3-2) Dives will be made on headings of 028° and 208° magnetic, parallel to Airway Blue 18, so that all manuevering will be done out of a control area. VFR opern only. (3-4)

BUFFALO-RADIO: DME coverage 40°-110°, 45 mi at min en route alt; 50 mi at all other azimuths at min en route alt. (7-6)

NEW YORK: BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)

CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.

**DANSVILLE ARPT: Weather reports no longer available. (7-13)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About Sept. 28, SE course LF rng will be realigned from 313° to 308°. (8-20)

FARMINGDALF-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.

IDLEWILD-RADIO: VOR coverage 50°-75°, 20 mi; 75°-50°, 30 mi at min en route alt.

**ISLIP-MAC ARTHUR ARPT: All acft landing or taking off must be equipped with rdo rcvr. All acft cautioned not to use any of the turfed areas. (7-16)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MONTICELLO-SULLIVAN COUNTY ARPT: W portion of fld under const. Land on grass.

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon this Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector ot a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-0° and 96°-118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 5 mi radius of arpt; in lndg join tfc pat at or a above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.

NEW YORK-FLUSHING ARPT: Caution construction. Paving N/S rnwy -lnd to W. (6-22)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Clsd to fighter type acft.

NEW YORK-LA GUARDIA-RADIO: About Sept 28, NW course LF rng will be realigned from 129° to 131°. (8-20)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. DME at ILS glide slope site coverage 20 mi at min instr alt. (3-4) Tfc equipped with VHF transmitters shall invariably make initial ctl as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-19) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 40 mi at min en route instr alt. DME coverage 10°-265°, 50 mi at min en route alt; 265°-280°, 40 mi at 6000'; 280°-310°, 40 mi at 4700'; 310°-010°, 40 mi at 4700'. (7-12)

POUGHKEEPSIE-RADIO: DME coverage 90°-290°, 50 mi at 3000'; 290°-90°, 50 mi at 5000'.

**POUGHKEEPSIF-DUTCHESS COUNTY ARPT: Rnwy lgts 6-24, operg on req only. (7-27)

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unabel to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution- taxiing in these areas. (1-24)

(8-24-54)

NEW YORK: ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220°, 40 mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8) Two 30' obst lgtd poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)
WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT-TOWER: Light audio interference in vicinity of arpt on ILS lclzr freq 108.1 mc. Lclzr cross pointer action not affected. (3-24) FLD: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: **ASHVILLE-HENDERSONVILLE ARPT: 340' (6089'MSL) lgtd twr erected 15 mi W (270°T) at lat 35-25-32; long. 82-45-25. (8-11)
CHARLOTTE-DOUGLAS ARPT: Ctl twr atop new admin. bldg not attended. Watch old twr for lgt signals. (6-8)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10)
★CHERRY POINT MCAS-RADIO: Navy H fac on 245 kc opers cont. (8-10)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 9 mi NNW (285°T) at lat 36-06-39; long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn - land on SE 50' of NE/SW Strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 40 mi; 165°-265°, 30 mi; 265°-30°, 40 mi at min en route alt; 30°-120°, not checked.
**ERWIN ARPT: Closed - not maintained. (8-18)
**GASTONIA ARPT: Rnwy 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)
GREENSBORO-HIGH POINT ARPT: Acft on final apch Rnwy 32 not visible to the twr due to 55' unmrkd twr erected on ramp and parking area. Dirt taxi strip from ramp leading SE to Rnwy 32 clsd. Equip. on ramp.
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177°T) at lat. 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)
NEW BERN-RADIO: About Sept 1, VAR will be decmsnd for indefinite period - relctn and conversion to VOR. (7-23)
RALEIGH-RADIO: DME coverage 0-120°, 50 mi; 120-230°, 40 mi; 230-310°, 30 mi; 310-0°, 40 mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
**TARBORO ARPT: NE/SW strip avail. 2700' with unmrkd fence SW end. 80 oct. Daytime opern. (7-21)
**THOMASVILLE ARPT: Abandoned. (10-23)
**WALLACE ARPT: Abandoned. (5-24)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft.
★WINSTON-SALEM-RADIO: Aug 17, High Point FM perm decmsnd.
WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope shut down. (4-7)
NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not oper. (5-21)
**FARGO-HECTOR FLD: 165' (1072'MSL) lgtd twr erected 2 1/2 mi SSE (213°T) at lat 46-52-54; long. 96-47-17. (8-9)
NORTH DAKOTA: **FARGO-HECTOR FLD: Aug 31, work will be completed on 290' rdo twr 26 mi SE (120°T) lat 46-42-03; long. 96-18-10. (8-4) Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. Unlgtd 195' (1100'MSL) grain elevator erected 2 mi SW at lat 46-52-15, long. 96-50-40. (7-18) Temp. 90' twr erected SW. Bndry, Rnwy lgts on Rnwy 3-21 inop. (8-4) 100' grain terminal 3 mi SW is unlgtd. (6-24)
GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300'. (7-31). DME coverage 20°-35°; 90°-95° and 175°-235°, 40 mi at min en route; 50 mi or more at all other azimuths. (7-7)
**VALLEY CITY ARPT: 1086'(2481'MSL) lgtd TV twr erected 14 mi NE (35°T) at lat. 47-05-29; long. 97-51-15. (7-22)
OHIO: AKRON-RADIO: LF rng N course displaced 3°W. (7-14)
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnwys only.
CINCINNATI AIR ROUTER TRAFFIC CONTROL CENTER-RADIO: Effect. Sept 1, ARTC will be relctd to Weir-Cook Mun Arpt., Indianapolis, Ind. Cincinnati ARTC area will become the Indianapolis ARTC area at that time. Freq 119.7 mc at Cincinnati will be remotely controlled from Indianapolis. Concurrently 124.9 mc will be cmsnd at Indianapolis ARTC.
CINCINNATI-RADIO: DME coverage 60°-150°, 40 mi; 150°-60°, 50 mi at min en route alt.
CINCINNATI ARPT: S side of fld soft during wet weather.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
★CLEVELAND-RADIO: VOR coverage 40 mi at min en route alt all azimuths. DME coverage 70°-100°, 50 mi at 2900'; 100° 145°, 40 mi at 2500'; 145°-170°, 50 mi at 2500'; 170°-190°, 40 mi at 2500'; 190°-245°, 50 mi at 2500'; 245°-310°, 40 mi at 2000'; 310°-060°, not checked. Aug 16, transmitter 122.2 mc cmsnd.
CLEVELAND-CUYAHOGA COUNTY APRT: Caution - const E/W Taxiway - equip on fld.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip, lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (-909)
CLEVELAND-LAKEFRONT ARPT: 30' hvy cement mixer operg on top of 20' hill lctd 200' E of NE end NE/SW strip. (6-10)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 35 mi at 2400'; 220°-150°, 50 mi at 2200'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT-TOWER: About Sept 20, ILS lclzr and glide slope will be shut down until approx Sept 25 - antenna modernization. (8-16) FLD: The following is effective during National Aircraft Show, Sept 3 thru 7: (1) Rnwy 18-36 closed. (2) Arpt closed, except scheduled commercial operns 1200 Sept 4, 5, 6. Normal operns will be resumed after end of show each day, approx 1800. (3) Grass areas avail to lgt acft until 1200 Sept 4, 5, 6, upon approval of twr. Red caution flags lctd in ruf areas. (4) Acft parking on S side of arpt in grass area with adequate refueling fac. (5) Do not call Dayton twr, but listen for instructions on 278 kc, 119.5, 126.18, 257.8 mc. (6) All acft unable to lnd at Dayton because arpt either closed or filled or because of lack of proper rdo rcvr shall land at outlying flds - Richmond, Springfield, Troy, Dahio, Piqua, and Neff. (7) Lgt acft only, use taxistrip parallel to Rnwy 6-24 on Sept 4, 5, 6. (8) Cancel VFR flight plans at the Skyways operns booth on the arpt. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl traffic on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blocktop on taxistrip. (8-7)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.

OHIO: **DAYTON-SOUTH DAYTON ARPT: Abandoned. (8-5)
DEFIANCE-DRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
GALLIPOLIS-HOLZER ARPT: Abandoned.
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350°-110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
**N. KINGSVILLE-STOUT ARPT: Name changed to Gardner Airpark. (7-27)
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
**PORT CLINTON-PENINSULAR ARPT: Name changed to Port Clinton Airport. E/W strip rough, Ind S half mowed area. Unicom available. (7-27)
SOLON ARPT: S half of S strip under construction--rough, do not use. (11-6)
SPRINGFIELD ARPT: NE/SW Rnwy closed - const. (7-21)
TOLEDO-RADIO: VOR usable distance 25 mi at min en route alt. (7-7)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NEend NE/SW rnwy clsd xcpt to taxiing acft.
**TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)
WATERVILLE-RADIO: VOR coverage 45 mi at min en route alt. DME coverage 120°-190°, 50 mi at 2500'; 190°-210°, 50 mi at 2200'; 210°-262°, 50 mi at 2000'; 262°-278°, 40 mi at 2000'; 278°-120°, 50 mi at 2000'. (4-29)
WILLOUGHBY-LOST NATION ARPT: Caution - new E/W Rnwy under const. Equip. on fld.
★YOUNGSTOWN-RADIO: DME coverage 10°-80°, 50 mi at 3000'; 80°-127°, 50 mi at 4000'; 127°-259°, 30 mi at 2600'; 259°-295°, 50 mi at 2600'; 295°-315°, 50 mi at 2500'; 315°-344°, 50 mi at 2000'; 344°-010°, 40 mi at 2400'. Aug 17, Gustavus FM perm decmsnd.
YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry. NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 30°-230°, 50 mi at 2300'; 230°-280°, 40 mi at 2300'; 280°-340°, 50 mi at 2700'; 340°-30°, 50 mi at 2700'. (6-10)
**ARDMORE ARPT 10, FTW-ICT: Arpt will continue to be operated by city. (8-18)
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)
GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)
**GUTHRIE ARPT: 204' (1349; MSL) lgtd twr erected 12 mi NW (302° T) at lat 35-57-36, long. 97-35-53. (8-9)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**HOLLIS ARPT:. Abandoned..
★OKLAHOMA CITY-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-14) Aug 17, Washington FM perm decmsnd.
OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME at ILS glide slope site coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-24) FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in eight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA-RADIO: DME coverage 230°-250°, 40 mi at 2600'; 250°-330°, 50 mi at 2600'; 330°-360°, 50 mi at 2200'. (5-15)
TULSA ARPT: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: September 12, October 10. (5-28)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000'; 125° lmtd 36 mi usable dist at 9000'; alt radial 140° lmtd to 37 mi usable dist at 9000'. (4-23)
BEAVER MARSH ARPT SITE 73, RIV-DLS: Soon, beacon will be changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (6-15)
CASCADE LOCKS, BCN SITE 4, PDX-SPO: Soon, Bcn will be changed from 6 to 12 flashes per min. Course lgts remain unchanged. (7-3)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE-MAHLON SWEET FLD-RADIO: About Aug 25, ILS will be shut down until approx Oct 25 - modernization. (8-3)
HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from ground up to 2000', N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

OREGON: KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 40 mi at 10,500'; 275°-305°, 30 mi at 10,500'. (4-23)
**LAKEVIEW ARPT: Unicom avail. (7-14)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
★MEDFORD-RADIO: VOR flgt-checked for en route Victor Arwys and route use only at min instr alts, including the 92°, 173°, 293°, 296°, 317° off arwy radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. June 21, DME at VOR site cmsnd.
MEDFORD ARPT-TOWER: VHF/DF steers unreliable 270°-360° below 10,000'; 360°-090° below 11,000'; 090°-270° below 11,500'. (8-11) FLD: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PENDLETON ARPT-TOWER: ILS lclzr and glide slope shut down for modernization. (8-13) FLD: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions require, after notification of twr. (8-6)
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 40 mi at 8000'; 17°-60°, 40 mi at 7000'; 70°-86°, 30 mi at 7000'; 86°-152°, 50 mi at 7000'; 152°-178°, 50 mi at 4000'; 178°-188°, 50 mi at 5000'; 188°-245°, 50 mi at 5500'; 245°-327°, 50 mi at 5000'; 327°-337°, 40 mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
PORTLAND-SKYLIFE ARPT: INACTIVE. Effect. Oct 1, fld will be abandoned. (8-5)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY FLD-TOWER: About Aug 24, ILS will be shut down for approx 7 days - modernization. (8-20) FLD: Extreme caution when using unpaved areas. Equip. on fld.
SCAPPOOSE-COLUMBIA COUNTY ARPT: Airport clsd due to drag races, Aug 29.
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ★ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29) Aug 17, Topton FM perm decmsnd.
**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 7 mi S (180° T) at lat 40-33-59, long. 75-26-08. (7-8) Due to non-visibility twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)
AMBLER-WINGS FLD: Rnwys 6/24, 18/36 clsd, re-surfacing. Turf E of Rnwy 6/24 avail. lndgs with caution. (8-2)
BRISTOL-3M AIRPORT: Caution - const equip. on S apch N/S Rnwy-hazardous. (10-29)
BUTLER-RADIO: H fac usable dist 20 to 30 mi - due hvy interference from Lansing, Mich. LF rng. (6-17)
CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry-lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.
**CHESTER-BUCKMAN ARPT: Abandoned.
ERIE-RADIO: VOR usable dist 40 mi V-37 at 3000', 50 mi all other Victor Arwys, 40 mi at all other azimuths at min en route alt. (8-3) DME coverage 40 mi at min en route instr alt.
**GREENSBURG ARPT: Abandoned. (7-7)
HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 40 mi. VOR coverage 100°-140°, 30 mi; 140°-230°, 40 mi at min en route alt. DME coverage 50°-70°, 50 mi at 3500'; 70°-150°, 50 mi at 2500'; 150°-210°, 40 mi at 3000'; 210°-240°, 40 mi at 5500'; 240°-280°, 45 mi at 5500'; 280°-310°, 30 mi at 5500'; 310°-330°, 30 mi at 4000'; 330°-350°, 20 mi at 4000'; 350°-50°, 20 mi at 3500'. (6-3)

(8-24-54)

PENNSYLVANIA: HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6) Men and equip. working daily 0700-1700, 200' E of apch end Runway 26, lgtd-ngts. (8-13)
HAZLETON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)
JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279' MSL. Mointoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (8-4)
**LEESPORT-MARELLO ARPT: New Field. Type: P. Lat 40-48; long. 75-56. Lctn: 2 NE. Elev: 570'. No. of rnwys: 2. Lngst rnwy & facs: 22-S3. Fuel: Fl. Rem: N blkd;p-line E.
**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)
**MURDOCKSVILLE-SUNNYHILL ARPT: Abandoned. (10-28)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)
PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park, 7 mi NNE Philadelphia Arpt, between 1330 and 2200. Music festivals.
PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until futher advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Artificial Lake 1/2 mi wide; 2 mi long off apch end Rnwys 22,27 and 30 changes appearance of arpt on apch. Unlgtd water twr under constr 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.
PHILIPSBURG-RADIO: DME coverage 70°-350°, 50 mi at 4000'; 350°-70°, 50 mi at 4500'.
PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: About Sept. 15, ILS lclzr, glide slope, MM and OM will be shut down until approx Dec. 15 - rnwy const. (8-13) FLD: Due to perm non-visibility twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const - N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line - extreme caution. Const in progress both sides of runway. Areas flagged and lgtd. Rnwy 12-30 closed entire length. (7-16)
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)
SELINSGROVE-RADIO: VOR coverage 30 mi at min en route alt. DME coverage 5°-110°, 40 mi at 4000'; 100°-120°, 30 mi at 4000'; 120°-150°, 20 mi at 4000'; 150°-180°, 30 mi at 3500', 180°-215°, 40 mi at 3500'; 215°-255°, 40 mi at 4000'; 255°-305°, 30 mi at 4000'; 305°-335°, 40 mi at 4000'; 335°-005°, 30 mi at 4000'.
WASHINGTON ARPT: E/W Strip clsd. (4-28)
WELLSBORO-GRAND CANYON ARPT: Caution,const. Men and equip. on fld. (5-26)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.
WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-8)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)
SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)
BEAUFORT-COUNTY ARPT: Construction equip. on fld. No crash or communications facs. Not safe to land. (7-30)
CALHOUN FALLS-BENTLEY ARPT: Closed. (3-24)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)
SOUTH CAROLINA: ★CHARLESTON AFB ARPT-TOWER: ILS glide slope resumed normal opern. Glide angle reset to 2.5°. Glide slope elev at OM 1180'; at MM 260' MSL. (8-13)
**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 9 mi NE (43°T) at lat 32-47-53; long. 79-53-51. (7-22)
COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 270° thru 0° to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)
COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)
FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.
**FLORENCE ARPT: 823' twr erected 5 mi N (180°T) at lat 34-16-13; long. 79-43-39. (8-6)
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) About Aug 31, twr will move from orange & white free standing twr to twr atop new Admin. Bldg. (8-18) FLD: Twr unable to observe S Taxiway and final apch Rnwy 18 obstructed by bldg. (4-14)
**GREENVILLE-JONES UNIVERSITY ARPT: Abandoned. (10-27)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SPARTANBURG-RADIO: Combined stn/twr will assume 24-hr abbreviated wea observational duties, following report will be transmitted: Ceiling, sky conditions, visibility, wea, obstn to vision, wind, altimeter setting and remarks. (8-19)
SPARTANBURG MEMORIAL ARPT: SW end of Rnwy 4-22 under construction. (4-21)
SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch. (6-23)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
**MILLER ARPT: 24'' clear beacon rotating 12 rpm in opern. (7-6)
★PHILIP-RADIO: Aug 17, BMH fac perm discontd.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)
SISSETON ARPT: Rotating beacon inop. (8-11)
**YANKTON ARPT: New NE/SW Rnwy under const. (10-12) Two Strips. Longest rnwy and facilities: 39-B*L4-S5. (8-18)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy # 5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (5-25)
BRISTOL-TRI-CITY-ARPT-TOWER: ILS glide slope not usable MM to Fld. About Sept. 7, ILS glide slope will be shut down for approx 3 weeks - installation new equip. (8-4)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. (2-27)
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service until Sept. 1 - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (7-7)
**ELIZABETHTON-CARDEN ARPT: Abandoned. (8-2)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 30 mi, 140°-290°, 20 mi; 290°-310°, 30 mi, 310°-120°, 40 mi at min en route alt. (6-21)
★KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7) Aug 17, Watts Bar FM perm discontd.
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S Rnwy closed ngts. (2-24)

TENNESSEE: MEMPHIS-RADIO: VOR coverage 200°-260°, 40 mi at min en route alt. DME coverage 50 mi at min en route alt in all azimuths xcpt 190°-200°, 40 mi; 200°-230°, 30 mi; 230°-260°, 40 mi. (6-17)

★MEMPHIS NAS-RADIO: Navy LF rng class changed to MRLZ. (8-11)

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°-270°, 40 mi. (6-15)

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 11.5 mi NW (328°T) at lat. 36-16-05, long. 86-47-18. (7-15) Construction-new 60' tfc ctl twr being erected 830' N of NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: rrABILENE-RADIO: DME coverage 20°-100°, 50 mi at 3000'; 100°-195°, 50 mi at 4000'; 195°-215°, 40 mi at 4000'; 215°-20°, 50 mi at 4000' MSL. (6-21) Aug 17, Phantom Hill FM perm decmsnd.

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

★AMARILLO-RADIO: Aug 17, Soncy FM perm decmsnd.

**ARLINGTON-PULLEY ARPT: Abandoned. (8-13)

AUSTIN-RADIO: DME coverage 360°-110°, 50 mi at 2000'; 110°-220°, 50 mi at 2500'; 220°-250°, 50 mi at 3000'; 250°-330°, 50 mi at 3500'; coverage over Danger Area 343, 330°-360° not certified. (6-10)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RABIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DME coverage 20°-130°, 50 mi at 4000'; 130°-190°, 40 mi at 4000'; 190°-260°, 50 mi at 4500'; 260°-350°, 50 mi at 5000'; 350°-20°, 50 mi at 4500'.

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

BRYAN AFB-RADIO: USAF UHF/DF trng status only. (6-14)

CHILDRESS-RADIO: VOR radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 30 mi at 2000'; 95°-110°, 40 mi at 2000'; 110°-135°, 40 mi at 1600'; 135°-165°, 40 mi at 2000'; 165°-315°, 50 mi at 2000'.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat. xcpt during IFR conditions.

CULBERSON-RADIO: DME coverage 140°-250°, 50 mi at 9000'; 250°-265°, 40 mi at 7500' 265°-280°, 50 mi at 8000'; 280°-340°, 40 mi at 10,800'; 340°-140°, 50 mi at 7500'.

**DALHART ARPT: Use runways. Only Rnwys 17-35 and 3-21 lgtd. (6-24)

★DALLAS-RADIO: DME coverage 50 mi in all quads at 2200'. Aug 17, Fornez FM perm decmsnd.

★DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Oct. 1. Effect. Aug 10, radar arrival control service implemented. (8-11) FLD: Exten. const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs men and equip on fld lgtd-ngts. Two ILS glide slope bldgs lctd 1000 and 2000' NW end Rnwy 13, 400' SW of center of rnwy-unlgtd. (6-2)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac. aural null width over 5° at 50 mi. (11-26)

EL PASO-RADIO: DME coverage 010°-100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240°-265°, 40 mi at 8500'; 265°-300°, 30 mi at 10,000'; 300°-320°, 50 mi at 10,000'.

**EL PASO-INTERNATIONAL ARPT: 315' (4015' MSL) lgtd twr erected 3 mi SW (240°T) at lat. 31-45-42, long. 106-26-15. (8-12) Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22 and 17, rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Sept.1 neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22 length rnwy lmtd to 6900'. Men and equipment on fld day-

TEXAS: light hours. (8-3)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

★FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping. Aug 17, Haslet FM perm decmsnd.

FT. WORTH-MEACHAM FLD-TOWER: Effect. Sept. 1, twr hrs opern will be 0700-2300. FLD: 1118' lgtd TV twr erected 8 mi SE (128°T) at lat. 32-45-01, long. 97-16-07. (7-6)

**GAINESVILLE ARPT: 168' (993' MSL) twr erected 2 1/2 mi E (105°T) at lat. 33-37-42, long. 97-05-58. (8-5)

★GALVESTON-RADIO: Aug 13, VOR cmsnd and relctd at lat 29-20-00, long. 94-59-30. Bear. & dist. 110°, 9.4 mi. Class changed to VORW.

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery div bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat. 28-17-00, long. 96-32-00.

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Airway 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

★HOUSTON-RADIO: Aug 17, Webster FM perm decmsnd.

**HOUSTON ARPT: 300' (350' MSL) lgtd rdo twr erected 10.6 mi N (351°T) at lat. 29-48-00, long. 95-18-30. (8-13) Deep ruts in E shoulder of NW/SE Rnwy. (12-4)

HUDSPETH-RADIO: DME coverage 50°-80°, 50 mi at 8500'; 80°-260°, 50 mi at 9000'; 260° 290°, 50 mi at 8000'; 290°-030°, 50 mi at 9000'; 30°-50°, 50 mi at 10,800'. (6-23)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000'- photo flash explosions daily 0700-1700. (11-3)

**KENNEDY-EVANSTON ARPT: 289' (759' MSL) lgtd rdo twr erected 5 mi SW (213°T) at lat. 28-45-58, long. 97-55-09. (8-12)

LUFKIN-RADIO: DME coverage 125°-145°, 50 mi at 1500'; 145°-280°, 40 mi at 1500'; 280°-305°, 40 mi at 1700'; 305°-315°, 30 mi at 1700'; 315°-335°, 40 mi 1700'; 335°-15°, 40 mi at 2000'; 15°-60°, 40 mi at 1700'; 60°-125°, 40 mi at 1500'. (6-22)

**LUFKIN ARPT: Abandoned. (8-5)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7)

★MIDLAND-RADIO: DME coverage 40°-70°, 50 mi at 4000'; 70°-260°, 50 mi at 4500'; 260°-40°, 50 mi at 5000'. (6-30) Aug 17, Stanton FM perm decmsnd.

MIDLAND AIRPARK-TOWER: Effect. Mar 1, and until Sept 1, USAF mobile tower controls all military and civil traffic on following freqs: Trans 396 kc; 121.5, 126.18, mc. Rcvg: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: "Airpark Tower". (2-26) FLD: NW/SE rnwy clsd to all acft during daylgt hrs on week-days until Sept 1, because of parked mil acft on rnwy. While arpt is being used by mil acft an Air Force mobile tfc ctl unit will be in opern controlling all mil and civil acft by rdo or lgt signals. Use rnwys only. (4-22)

MINERAL WELLS-RADIO: DME coverage 95°-180°, 50 mi at 2500'; 180°-230°, 50 mi at 3000'; 230°-260°, 40 mi at 3000'; 260°-350°, 50 mi at 3000'; 350°-95°, 40 mi at 2500'.

ODESSA-ECTOR COUNTY ARPT: Caution-NW/SE Strip-clsd men and equip. on fld.

QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)

PERRYTON ARPT: Bndry and bcn lgts inop. (8-4)

POTEET ARPT: Closed-const. (11-20)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)

ROCKPORT-ARANSAS COUTNY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage: 45°-250°, 50 mi at 9000'; 250°-290°, 50 mi at 8500; 290°-015°, 50 mi at 9000'; 015°-045°, 30 mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)

SAN ANTONIO-STINSON FLD Lgt gun will oper Sat and Sun. 0900-1900. (3-12)

**SAN MARCOS-THOMPSON FLD: Abandoned. (7-19)

(8-24-54)

TEXAS: SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000'. (2-19)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
**TYLER-POUNDS ARPT: 495' (1050' MSL) lgtd TV antenna erected 7.3 mi E (90°T) at lat. 32-21-06; long. 95-16-00. (8-17)
VICTORIA-COUNTY ARPT: Lgtd oil well derrick erected 350' from center line of any Rnwy
WACO-RADIO: DME coverage 190°-290°, 40 mi at 2300'; 290°-190°, 50 mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd-const., mrkd.(7-7)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only. (8-4)
UTAH: BRYCE CANYON-RADIO: DME coverage 330°-350°, 50 mi at 13,500'; 350°-330°, 50 mi at 13,000'. (4-28) VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 40 mi at 11,000'. DME coverage 20°-40°, 50 mi at 13,000'; 40°-90°, 30 mi at 13,000'; 90°-170°, 50 mi at 13,000'; 170°-230°, 50 mi at 9000'; 230°-20°, 50 mi at 11,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 40 mi at 10,000'; 172°-190°, 30 mi at 13,000'.
MILFORD-RADIO: VOR coverage 20°-140°, 25 mi; 235°-330°, 40 mi at min en route alt. DME coverage 40°-120°, 20 mi at 13,000'; 120°-160°, 50 mi at 13,000'; 160°-210°, 50 mi at 10,000'; 210°-230°, 50 mi at 12,000'; 230°-310°, 50 mi at 12,000'; 310°-355°, 50 mi at 11,000'; 355°-40°, 50 mi at 13,000'. (5-21)
OGDEN-RADIO: VOR coverage 5°-120°, 35 mi at 11,000'. (7-30) DME coverage 360°-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000'. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.(2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'; 35 mi at 11,000'. (3-24) DME coverage 20°-140°, 20 mi at 13,000'; 140°-180°, 50 mi at 12,000'; 180°-235°, 40 mi at 12,000'; 235°-340°, 50 mi at 9000'; 340°-20°, 30 mi at 12,000'. (5-10)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 160°-220°, 50 mi at 11,000'; 220°-295°, 50 mi at 12,000'; 295°-350°, 40 mi at 12,000'; 350°-160°, 50 mi at 9000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed - obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)
BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8)
VIRGINIA: ALEXANDRIA ARPT: Closed Sept 5, - Air Show. (8-19)
**ALEXANDRIA-BEACON FLD: Fld is open - notam closing fld, in error. (7-2)
**BRISTOL ARPT: Abandoned. (8-2)
CHARLOTTESVILLE-UNIVERISTY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
**DELTAVILLE-BERRYVILLE ARPT: Abandoned. (6-24)
**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy and facs: 30-BL2,4-S5-U. 80,91 oct. This corrects Airgi Vol. 9, No. 7, dated June 15.
★FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 40 mi at 4000'. Aug. 10, DME at VOR site discontd.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 40 mi at 1500'; 75°-85°, 35 mi at 1500'; 85°-130°, 40 mi at 1500'; 130°-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
★HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad. VOR has auto. voice ident on test basis. (8-11)
LAWRENCEVILLE-RADIO: VOR radials from 185° - 240° usable only to 25 mi at min en route instr alt. (5-20)
VIRGINIA: LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop. ngts. (7-6)
MONTEBELLO-RADIO: DME coverage 210°-90°, 50 mi at 6000'; 90°-150°, 50 mi at 3000'; 150°-180°, 40 mi at 3000'; 180°-210°, 40 mi at 5000'. (7-6) VOR coverage 110°-220°, 40 mi at min en route alt. (7-13)
NORFOLK-RADIO: Visual courses VAR slightly rough. ASR PPI apchs unavail. to Rnwy 22, 31 and 13. (8-6)
PULASKI-RADIO: VOR coverage 305°-15°, 25 mi; 15°-55° and 195°-210°, 40 mi at min instr alt. DME coverage 10°-40°, 40 mi at 6000'; 40°-120°, 50 mi at 6000'; 120°-200°, 40 mi at 6000'; 200°-225°, 30 mi at 6000'; 225°-255°, 50 mi at 6000'; 255°-010°, 30 mi at 6000'.(7-7)
RICHMOND-BYRD ARPT-TOWER: ILS LOM usable dist 15 mi during normal atmospheric conditions. (7-19) FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About Sept. 14, Roche Harbor FM will be perm discontd. (8-10)
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 30 mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 30 mi at 5500'; 175°-260°, 50 mi at 10,000'; 260°-290°, 50 mi at 8000'; 290°-40°, 30 mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 350°-124°, 50 mi at 5000'; 124°-209°, unknown prohibited area; 209°-227°, 50 mi at 7000'; 227°-280°, 40 mi at 8000'; 280°-340°, 30 mi at 5000'; 340°-350°, 40 mi at 5000'.
ESPANOLA BCN SITE 22, SEA-HLN: Soon beacon will be changed to 12 clear fpm. No change in course lgt characteristics. (6-15)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'; USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025°-098° below 9000' due terrain limitations.
HOQUIAM-RADIO: DME coverage 35°-50°, 50 mi at 3500'; 50°-155°, 50 mi at 7000'; 155°-35°, 50 mi at 5000'. (5-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end - unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 7 mi NE (63°T) at lat. 47-28-43; long. 122-32-32. (7-26)
**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (2-9)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 50 mi at 7000'; 152°-224°, 50 mi at 5000'; 224°-264°, 50 mi at 6000'; 264°-36°, 50 mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; trng status. (5-27)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control tower.
YAKIMA-RADIO: VOR flgt-checked for en route Victor Airways use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above trees tops from E end E/W Rnwy to S of center line of apch.
CHARLESTON-RADIO: VOR coverage 10°-58°, 30 mi at 3000'; 270°-330°, 30 mi at 2500'. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)

WEST VIRGINIA: **CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 5.2 mi WNW (275° T) at lat 38-22-36, long. 81-42-04. (7-1)
ELKINS-RADIO: LFrng has multiples and fades all courses. (9-10) DME coverage 35°-95°, 50 mi at 6800'; 95°-120°, 40 mi at 6800'; 120°-165°, 30 mi at 6800'; 165°-195°, 40 mi at 6800'; 195°-220°, 50 mi at 6800'; 220°-035°, 50 mi at 5000'. (7-1)
ELKINS ARPT: Taxiway clsd for maint from ramp to end Rnwy 31, approx 50' left side taxiway from intsxn to ramp-very ruf. (8-2)
MARTINSBURG-RADIO: DME coverage 50°-95°, 40 mi at 2500'; 95°-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)
MARTINSBURG ARPT: Glide flying-peak activity expected on week ends and holidays.
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .5° in excess of tolerance from azimuth angles 95° thru 125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220° thru 245°. (8-10)
**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chanber of Commerce
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36'' rotating bcn, clear and green, rotates 6 rpm, cmsnd June 15.
**LONE ROCK ARPT 15, CHI-MPS: Aug 17, Intermediate fld perm discontd. (8-23)
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22,26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MARSHFIELD ARPT: Caution-construction. NW/SE Strip. (6-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 40 mi; 200°-190°, 50 mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 26, VHF/DF recmsnd, not flgt-checked at combined stn/twr. (8-5) About Sept 3, freq 118.5 mc will be changed to 124.9 mc. (8-16) FLD: Rnwy 13-31 clsd. Rnwy 6-24 clsd 0700-1700. (8-10)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE strip. Men and equip. on fld. (6-22)
WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)
WAUKESHA-COUNTY ARPT: Caution- E/W strip under const. Men and equip. on fld.
WYOMING: CASPER: Temp Controlled Firing Area will be conducted until Sept. 1, in following described area: Bounded by lat 43° to 43°-04'; long. 107°-20' to 107°-30'. Altitude: Surface to 16,000' MSL. Time of Use: Daylight hours. Activities Conducted: Air to ground gunnery. Controlling Agency: Adjutant General, Wyoming National Guard 600 E 25th St., Casper, Wyoming. (7-23)
★CASPER-RADIO: ILS glide slope as moderato to severe path roughness above 7300' and beyond 7 mi. Not to be used for auto. pilot apchs. Aug. 17, Midwest FM perm discontd.
CASPER-NATRONA COUNTY ARPT-TOWER: Effect. thru Sept 5, twr in opern by AF personnel. Trans 278 kc; 243.0, 236.6, 126.18, 121.5, 118.3 mc. Rcvs: 3023.5 kc; 122.5, 118.3, 121.5, 126.18, 236.6, 243.0 mc. Hrs of opern: 1200-0600 daily. VHF/DF on 137.88 mc. UHF/DF on 305.4 mc. Standard lgt signals from twr for acft not equipped with rdo. (7-21)
★CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10°-120°, 7300'; 120°-180°, 7500'; 180°-280°, 11,000'; 280°-325°, 10,500'; 325°-340°, 9000'; 340°-10°, 7500'. (5-5) Aug 17, Hillsdale FM perm discontd. (8-20)
CHEYENNE ARPT-TOWER: July 1, ILS shut down until approx Oct. 1 - rnwy construction. FLD: Clsd to transient jet acft till approx Oct. 1, except in emergencies.
★FT. BRIDGER-RADIO: Aug 17, Evanston FM perm discontd.
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 360°-155°, 50 mi at 11,000'; 155°-225°, 40 mi at 15,000'; 225°-300°, 30 mi at 15,000'; 300°-360°, 50 mi at 11,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 50 mi at 11,000'; 40°-110°, 50 mi at 11,300'; 110°-160°, 50 mi at 11,000'; 160°-230°, 50 mi at 15,000'; 230°-360°, 50 mi at 12,000'. (7-20)
WYOMING: ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-mrkd. (3-20)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface, or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To" Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of August 23, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C , Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine

(8-24-54)

Revisions to Instrument Approach Procedures

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
FT WORTH, TEXAS Meacham Fld 692 SBRAZ - VDTX - FTW Procedure No. 1 Effective date: 9/10/54	Int north crs FTW-LFR & 255° bearing from HTT RBN or 031° radial from FTW-VOR (final)	165 8.0	1400	W side N crs 345 - outbnd 165 - inbnd 1900' - within 15 mi	1400	178 2.4	T-dn C-dn S-dn 17 A-dn	300-1 500-1 500-1 800-2	300-1 600-1 5 500-1 800-2	Within 2 4 miles, climb to 2000' on S crs within 25 miles #Caution Obstruction 956' MSL located 0 6 miles SW of LFR on final approach track. 590 FPM descent required at 120 MPH.
NEW ORLEANS, LA. Moisant International Airport 3 SBRAZ - VDT - MSY Procedure No. 2 Effective date: 9/10/54	Madisonville FM	173 32.0	1400	S side of W crs 272 - outbnd 092 - inbnd 1400' - within 15 mi (NA beyond 15 mi)	900 over LOM or OM	092 3.9	T-dn C-dn S-dn 10 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 5 500-1 800-2	Within 3 9 miles of ILS LOM climb to 1400' on E crs (073) within 25 miles, or when directed by ATC, turn right, climb to 1400' on S crs (171) within 25 miles. Caution 409' WWL radio antenna located 2 7 miles N of airport 449' electric transmission towers 3 9 miles S of LFR or 5 0 miles SE of airport.
	New Orleans VOR	060 6.0	1400							
	Int 360° bearing from La Place MHW (final)	92 9.0 to LOM	900							

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

LONG BEACH, CALIF. Municipal Airport Procedure No. 1 Dated: 2/11/52	PROCEDURE CANCELLED superseded by combination ILS-ADF procedure dated 9/1/54									
LUMBERTON, N C. Lumberton Airport 126 BMH - LBT Procedure No. 1 Effective date: 9/10/54	Int S crs Raleigh LFR & NE crs Florence LFR	232 6.0	1400	S side of W crs 270 - outbnd 090 - inbnd 1400' - within 15 mi	600	On arpt	T-dn C-dn A-dn	300-1 600-1 5 800-2	300-1 600-1 5 800-2	Within 00 miles climb to 1500' on track of 090 degrees within 25 miles.
NEW ORLEANS, LA. Moisant International Airport Dated: 8/1/50	PROCEDURE CANCELLED superseded by combination ILS-ADF Procedure dated 9/6/54									
OXNARD, CALIF. Ventura County Arpt 43 SBAWZ (Camarillo LFR) CAV Procedure No. 1 Effective date: 9/1/54				S side of track 250 - outbnd 070 - inbnd 1500' - within 20 mi and within 5 mi S of track because of Pt. Mugu Danger Area.	900	260 6.3	T-dn C-dn A-dn	300-1 900-3 900-3	300-1 900-3 900-3	Within 0 0 miles ..turn right (south) and climb to 3000' on outbnd track of 250° within 20 miles of LFR.
RALEIGH, N C. Raleigh-Durham Arpt. Dated: 1/5/53	PROCEDURE CANCELLED superseded by combination ILS - ADF Procedure dated 9 6/54									

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO	TRANSITION TO ILS FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY AT OUTER MARKER	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	TYPE OF AIRCRAFT MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
LONG BEACH, CALIF. Municipal Airport 56 ILS: LGB LOM - LG Procedure No. 1 Effective date: 9/1/54	LGB LFR	LOM	135 1.6	1500	S side SE crs 121 - outbnd 301 - inbnd 1500' - within 15 mi of LOM (NA beyond 15 mi)	1400	1320 5.4 ADF 1100	245 0.7	T-dn C-dn S-dn 30 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 600-2 400-0.75 500-1 800-2	Within 5.4 miles after passing LOM (ADF) climb to 8.0° on NW crs LGB then turn left to 250° heading, continuing climb to intersect S crs LAX LFR and proceed to San Pedro Intersection at a minimum of 2000'. Deviation from standard criteria authorized in circling and straight-in minimums. Caution 500' hill with oil derricks 1.0 mile S of airport.
	Huntington Beach FM	LOM	295 9.0	1400								
	San Pedro Int.	LOM	039 7.0	1500								
	LGB VOR	LOM	203 2.0	1500								
NEW ORLEANS, LA. Moisant International Airport 3 ILS - MSY LOM - MS Procedure No. 1 Comb: ILS- ADF Effective date: 9/6/54	New Orleans LFR	LOM	274 8.0	1400	S side W crs 279 - outbnd 099 - inbnd 1400' - within 10 mi (NA beyond 10 mi)	ILS 1100 ADF 900	1040 3.9	220 0.7	T-dn C-dn S-dn 10 ILS ADF A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Climb to 1600' on E crs of ILS or 3.9 miles after passing LOM (ADF) climb to 1600' on crs of 099° within 25 miles. Caution: 409' WWL rdo antenna lctd 2.7 miles N of airport. 449' electric transmission twrs 3.9 mi S of LFR or 5.0 mi SE of airport.
	New Orleans VOR	LOM	313 4.5	1200								
	LaPlace MHW (final)	LOM	106 9.0	900								
RALEIGH, N C. Raleigh-Durham 435 ILS - RDU LOM - RD ILS & ADF Procedure No. 1 Effective date: 9/6/54	Raleigh LFR	LOM	262 8.0	2000	N side of SW crs 229 - outbnd 049 - inbnd 1700' - within 10 mi (NA beyond 10 mi)	ILS 1600 ADF over LOM 1000	1520 4.4	610 0.6	T-dn C-dn ILS S-dn ADF 5 A-dn	300-1 500-1 400-0.75 500-1 800-2	300-1 500-1.5 400-0.75 500-1 800-2	Within 4.4 miles after passing LOM (ADF) climb to 1800' on NE crs (038) LFR or 033 radial of VOR within 25 miles. When directed by ATC turn left climb to 2000' on NW crs (308°) LFR or 315° radial of VOR.
	Raleigh VOR	OM	307 12.0	2000								
	Int NW crs RDU LFR And SW crs RDU ILS	LOM	229 5.0	2000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (8-24-54)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN ALT.	PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES / LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11
AUSTIN, TEXAS Mueller Airport 631 BVOR - AUS Procedure No. 1 Effective date: 9/10/54	Austin LFR	014 5.0	2000	W side of crs 355 - outbnd 175 - inbnd 2100' - within 15 mi (NA beyond 15 mi)	AUS VOR 1600 AUS FM or NE crs AUS LFR 1300	175 5.6	T-dn C-dn S-dn 16R A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 5.6 miles turn left climb to 2000' on crs of 100° within 25 miles. (1) Descent below 1300' authorized after passing AUS FM or NE crs. AUS LFR. If AUS FM or NE leg of AUS LFR not received descent below 1300' not authorized. Caution: Tank 855' MSL 1.2 miles W final approach track approximately 2.3 miles NNW of airport.
BAKER, OREGON Baker Airport 3368 BVOR - BKE Procedure No. 1 Effective date: 8/31/54	BKE LFR	106 2.1	7000	*E side of crs 297 - outbnd 117 - inbnd 7000' - within 10 mi 9000' - within 15 mi (NA beyond 15 mi)	5100	On arpt	T-d T-n C-d C-n A-dn	1000-1 1000-2 1700-1 1700-2 1700-2	1000-1 1000-2 1700-1 1700-2 1700-2	Within 0.0 miles...turn left, climb to 9000' on 297° radial BKE VOR within 15 mi. *Procedure turn E side for more favorable terrain.
BATTLE MOUNTAIN, NEVADA Battle Mountain Arpt. 4533' BVOR - BAM Procedure No. 1 Effective date: 8/31/54	BAM LFR	272 6.0	9000	W side of crs 200 - outbnd 020 - inbnd 9000' - within 25 mi	6000	310 2.6	T-dn C-dn A-dn	300-1 1000-1 1000-2	300-1 1000-1.5 1000-2	Within 2.6 miles...turn left and climb to 12,000' on crs 330° within 25 miles of BAM VOR.
CRESCENT CITY, CALIF. Del Norte County Arpt. 56 BVOR - DVTJ - CEC Procedure No. 1 Effective date: 8/31/54				W side of crs 310 - outbnd 130 - inbnd 1500' - within 25 mi	600	On arpt	T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-2 800-2	Within 0.0 miles...climb to 3000' on crs of 160° within 25 miles of CEC VOR.
FORTUNA, CALIF. Rohnerville Airport 340 BVOR - VDT - FOT Procedure No. 1 Effective date: 9/1/54	Arcata LFR	179 19.0	2000	W side of crs 308 - outbnd 128 - inbnd 1400' - within 25 mi	1400	128 9.4	*T-d *T-n C-d C-n A-dn	300-1 500-2 1000-1 1000-3 1500-3	NA NA NA NA NA	Within 0.0 miles---turn right and climb to 2000' on crs of 308° within 25 miles of FOT VOR. *1000-1 (day) or 1000-2 (night) required for take-off on Runway 11.
NEW ORLEANS, LA. Moisant International Arpt 3 BVOR - MSY Procedure No. 1 Effective date: 9/10/54	New Orleans LFR	240 6.0	1400	S side of crs 215 - outbnd 035 - inbnd 1200' - within 15 mi	700	035 2.8	T-dn C-dn S-dn 1 A-dn	300-1 500-1 500-1 800-2	300-1 500-1.5 500-1 800-2	Within 2.8 miles climb to 1400' on crs of 035 within 25 miles. Caution: 409' WWL radio antenna lctd 2.7 miles N of airport. 449' electric transmission twrs 5.0 miles SE of airport or 3.9 miles S of LFR.
	LaPlace MHW	118 14.0	1400							

NOTICE: Starting with Vol. 9 #11 (8/10/54) the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. Below is the only one contained in this issue. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2 engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

PITTSBURGH, PA. Allegheny County Arpt. 1252 BVOR-DTV - PIT Effective date: 9/30/54 Amend. No. 1 Supersedes Amdt. orig. dated 2/15/51 Major Changes: 1 Initial approaches deleted -over-established routes 2 Revises distance from facility to airport in accordance with C&GS Charts. 3 Missed approach course revised.	Pittsburgh LFR	218 6.0	2500	S side of crs 232 - outbnd 052 - inbnd 2500' - within 10 mi	2000	052 7.5	T-dn C-dn S-dn A-dn T-dn C-dn S-dn A-dn	2 engine or less 300-1 600-1 600-1 800-2 more than 2 engine	300-1 700-1 700-1 800-2 200-0.5 700-1.5 700-1.5 800-2	Within 7.5 miles...climb to 3000' on crs of 072° within 10 miles of Pittsburgh VOR.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

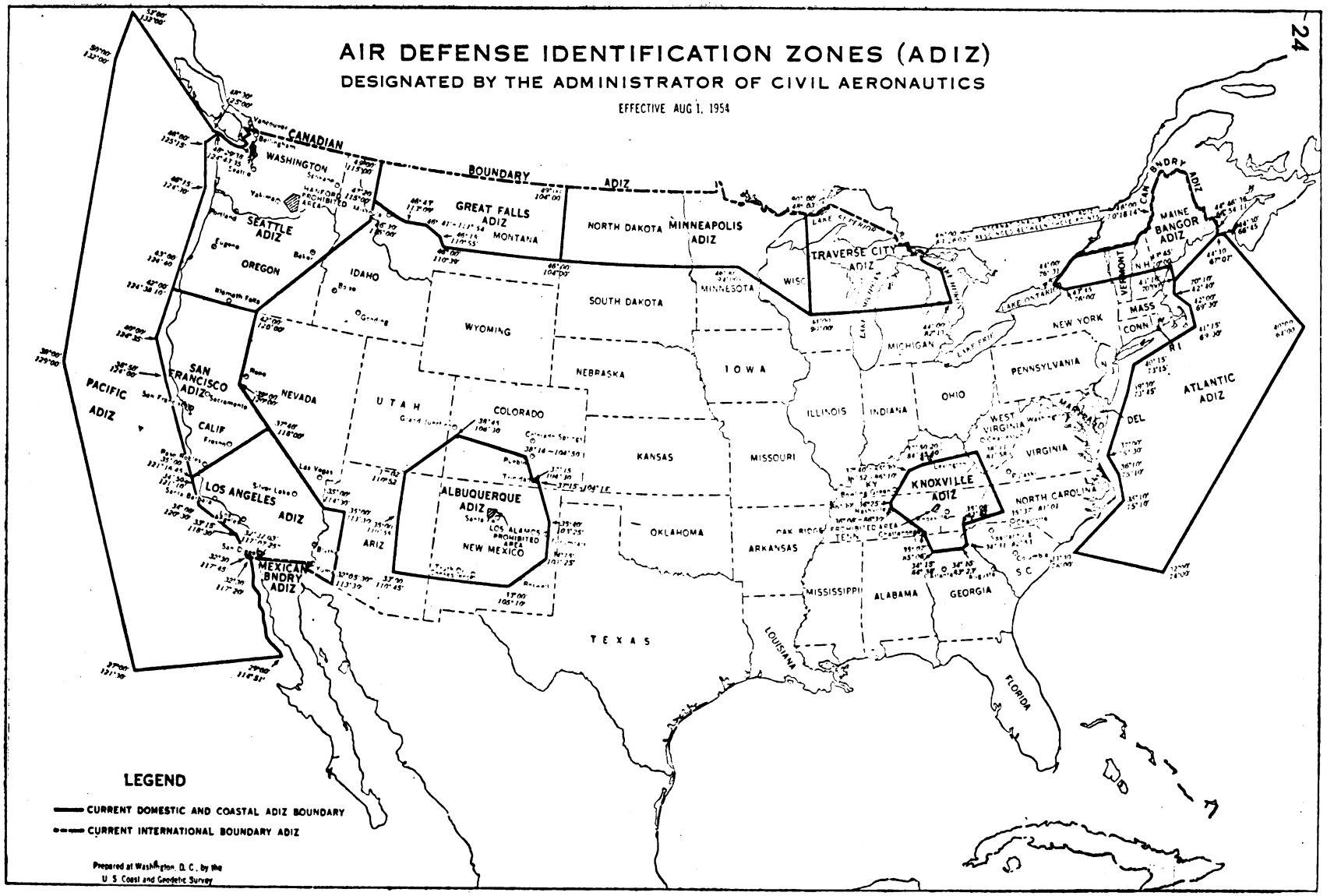
CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9
DALLAS, TEXAS Love Field 483 Effective date: 9/5/54	2000' within 20 miles. Radar control must provide 3 mile lateral or 1000' vertical separation from radio tower 1230' MSL on bearing of 294° at 12 miles from DAL-LFR	13, 18, 31#, 36	C-dn			500-1	500-1.5	All runways, climb to 2000', proceed direct to DAL VOR or LFR. #When approaching runway 31 maintain at least 1540' MSL until within 4 miles of runway.
		13, 18, 31, 36	T-dn			300-1	300-1	
		13, 18, 31#, 36	A-dn			800-2	800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (8-24-54)

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)

DESIGNATED BY THE ADMINISTRATOR OF CIVIL AERONAUTICS

EFFECTIVE AUG 1, 1954



SPECIAL NOTICE
Changes in Instrument Approach Procedure Minimums. See p. 27

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See page 26

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 43

RADIO FACILTY DATA Page 2
NOTICES TO AIRMEN Page 26

VOL. 9, NO. 13 .. SEPTEMBER 7, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	COCA	—●—●	L	LIMA	●—●●	U	UNION	●●—
D	DELTA	—●●	M	METRO	——	V	VICTOR	●●●—
E	ECHO	●	N	NECTAR	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	EXTRA	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
✓ New facility has been added to tabulation and listed on page 25 until placed in proper sequence.
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8 1953

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RADAR AVAILABLE : How and Where

(9-7-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.

After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible.

Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22,31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports. PPI not authorized. Arrival Control

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEC. MAC.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR	13.75	272 BU	Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi. LOM is Canoga Park MHW
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	203 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL.: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.00	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler						375 NS		400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.81 mi
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
Wichita							4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	

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(9-7-54)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEC. MAG.	MM alter. • & — **miles	LMM Freq/Ident (KC)	OM (cont. dashes) **miles	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	209 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	154	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	355	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist. 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LC*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	276	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	43	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi. LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	219 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVC	333.8	360	0.6	206 VC	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.8	201 CL	Voice on LOM readable 6 mi.
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45		BC-unusable
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — ** miles	LMM Freq/Ident (KC)	OM (cont. dashes) ** miles	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	56 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	DME (test)
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	[redacted]
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.9;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 232 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Jonesboro (P)	MHW	JBR	382		
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	113.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

CALIFORNIA

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7,122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,255.4,126.18	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		Test basis
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0	(1);#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW	COS	239		
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0600-2200)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		DME (test)
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES: TRANSMITS	FREQUENCIES: GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 1368,122l,1267	(test-basis)
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME (test)
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	(2),#	
"	Center		120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3,121.5, 126.5, 136.8,137.88,142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
"	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	205;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTXV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	DME (test)
	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2 ,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2 ,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		DME (test)
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2100)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
" O'Hare	Center		118.9,120.9,301.4,125.1	#	
	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),# , 255.4	71 A 131 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),*,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),# , 255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR- DTV	UIN	115.6;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2	(3),#,255.4	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5	(2),#	
(1)Vandalia	BVOR- DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	JSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0600-2200)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-TV	GLD	115.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,126.18,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
[redacted]	[redacted]			[redacted]	
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		DME (test)
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		DME (test)
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0600-2200)
" Standiford	AC(g)		317;120.7,126.18,118.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	*MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Shreveport, Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		DME (test)
(3)Princeton	VORW	PNN	114.3		DME (test)
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME *test basis
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0600-2200)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215;135.9,126.18,255.4, 243.0	(1); #	57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MH	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1900)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5, 124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7	(3),#,255.4	
" Bishop	AC(g)		278;119.5,121.5	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
(2)Salem	VARW	SVM	109.1		82 BA 172 NB 262 YN 352 AY
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	221;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
Butte	BMRLZ-DTV	BTM	233;V;121.5,126.7, 122.2	(3),#,255.4	98 N 166 A 278 N 346 A
(1) "	BVOR	BTM	114.8		DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Kalispell	MHW	FCA	201		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	39 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385		71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	115.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 318 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	320;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdabcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0800-2300 wkdys 10-19 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
[redacted]	[redacted]	[redacted]	[redacted]		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 313 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	DME (test)
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 129 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		(0700-2300 & req)
Schenectady Co.	CI		284;126.18,121.3	(2),#	
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(3) "	VORW	AVL	115.1		Test basis
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		[redacted]
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME (test)
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	[redacted]
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
"	Center		119.7	#	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 152 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0700-2300)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. from Post Fld)		
Mannsville (A)	HW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Astoria (P)	MRLZ (Prior req & airline oper)	AST	323	(1)	70 N 160 A 250 N 340 A
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9	→	DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#;255.4	
" (P)	MRLZ (Prior req & airline oper)	OTH	206		93 N 168 A 273 N 348 A
" (P)	MHW	OBN	236 (Prior req & airline oper)		
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Roseburg (P)	MHW	RBG	400 (Prior req & airline oper)		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny Center	AC(g)		278;121.3,126.18,121.5	(2),#	
			118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8	(2),#	
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2	(3),255.4	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3), #, 255.4	DME (test)
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N
(1) "	BVOR	ABR	112.5		289 A 341 N
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N
(1) "	BVOR	HON	113.3		224 A 293 N
(1)Philip	BVOR-TV	PHP	113.6;V;121.5,126.7, 122.2	(3),#,255.4	
[redacted]	[redacted]	[redacted]	[redacted]		
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A
(1) "	BVOR	PIR	117.7		263 N 348 A
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N
(1) "	BVOR	RAP	116.9		255 A 346 N
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N
(1) "	BVOR	SUJ	117.3		233 A 336 N
" Arpt	C(g)		278;118.3,121.5	(2),#	DME
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N
(1) "	BVOR	CHA	113.8		212 A 335 N
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	DME (test)
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N
(1) "	BVOR	MKL	115.5		185 A 242 N
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1) "	BVOR	TYS	116.4		12 N 70 A
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	174 N 243 A
" "	VHF/DF			100-156 req	DME
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A
(1) "	BVOR	MEM	114.7		240 N 359 A
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	DME
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N
(1) "	BVOR	BNA	114.1		246 A 309 N
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	DME
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A
Smyrna, Sewart AFB	MHW	SYM	391		301 N 51 A
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N
"	BVOR	TRI	117.7		245 A 335 N
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	DME
					(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A
(1) "	BVOR	ABI	113.7		247 N 360 A
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	DME
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N
Alvin (A)	MHW	ALV	362		252 A 333 N
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A
(1) "	BVOR	AMA	113.1		257 N 359 A
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N
"	BVOR	AUS	112.5		217 A 298 N
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	DME
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N
(1) "	BVOR	BUJ	114.9		250 A 340 N
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N
(1) "	BVOR	BGS	112.9		250 A 307 N
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	DME
(1) "	BVOR	BRO	113.5		102 A 154 N
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	247 A 359 N
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	(Apch ctl avail. 0800-2400 daily)
Chase (N)	MRLZ	NIR	335;121.5,132.3,142.74	(1); #	35 A 135 N
					215 A 297 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	58 A 145 N
					238 A 318 N
Clarendon	MRLWZ	CDT	233		
					20 A 114 N
					200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18,151.56,257.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,142.74, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NKS	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	113.3		DME
Sweetwater	CI		393;121.5,123.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		206;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2, 121.5	(3)-135.9,#	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

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AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"					
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
" (P)	MRLZ (Prior req & airline oper)	HQM	254		71 N 165 A 251 N 345 A
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles (P)	MRLZ (Prior req & airline oper)	CLM	329	(1)	73 N 163 A 253 N 343 A
" CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

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AIR NAVIGATION RADIO AIDS

(9-7-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(*)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 118.5,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567,	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, 8280	121.5,122.1, 126.7;6567, 8280	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

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✓ CHANGES IN INSTRUMENT APPROACH PROCEDURES MINIMUMS: Starting with Volume 9, Number 11 dated August 10, 1954, the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specificllay authorized other minimums. Further details may be found in the note preceding the Instrument Approach Procedures on page 44 of this issue. However, all users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSIONS, CONTROL ZONES, and REPORTING POINTS AMENDMENTS: Effective September 28, 1954, civil airways, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Red Civil Airway No. 23 (United States-Canadian Border to New York, N.Y.) is amended by changing last portion beginning at Elmira, N.Y., to read: "Elmira, N.Y., radio range station; New York (LaGuardia), N.Y., radio range station to the intersection of the east course of the New York (LaGuardia), N.Y., radio range and the northeast course of the Mitchell AFB, N.Y., radio range." (Note: Southeast course Elmira and northwest course LaGuardia to be realigned concurrently.)

(2) Red Civil Airway No. 63 (Battle Creek, Mich., to the United States-Canadian Border) is amended to read: "From the intersection of the southwest course of the Grand Rapids, Mich., radio range and the west course of the Battle Creek, Mich., radio range via the Battle Creek, Mich., radio range station to the Jackson, Mich., non directional radio beacon. That airspace over United States territory from the intersection of the northwest course of the Detroit, Mich., radio range and the west course of the Sarnia, Ontario, Canada radio range to the Sarnia, Ontario, Canada, radio range station." (Note: Above change deletes portion of Red 63 between Jackson, Mich., H and Warren intersection (intersection east course of former Salem, Mich., VAR and northwest course Windsor range).

(3) Blue Civil Airway No. 63 is amended by changing caption to read: "(Concord, N.H. to Berlin, N. H.)" and further amended to read: "From the Concord, N.H., radio range station via the Laconia, N.H., non directional radio beacon; North Conway, N. H., non-directional radio beacon to the Berlin, N.H., non-direction radio beacon."

CONTROL AREA EXTENSION: (1) (Lafayette, Ind.) is amended to read: "That airspace within 5 miles either side of a line bearing 247° True extending from Purdue University Airport, West Lafayette, Ind., to Blue Civil Airway No. 34."

(2) (Danville, Ill.) is revoked.

(3) (Dover, Delaware) is added to read: "That airspace southwest of Dover within a 25 mile radius of the Dover omnirange station bounded on the northwest by VOR civil airway No. 16 and on the southeast by Red civil airway No. 77; that airspace southeast of Dover bounded on the north by Red civil airway No. 77, on the east by Blue 49, on the southeast by VOR civil airway No. 1 and on the west by VOR civil airway No. 29, excluding the portion which overlaps Danger Area D-12 and Caution Area C-53."

(4) (Berlin, N. H.) is added to read: "Within 5 miles either side of aline bearing 154° True extending from the Berlin Airport to a point 10 miles southeast."

CONTROL ZONES: (1) (Houston, Texas) is amended to read: "Within a 10 mile radius of Houston Municipal Airport, within a 5 mile radius ofEllington Air Force Base, and within 2 miles either side of a direct line extending from the Houston Municipal Airport to the Monument non directional radio beacon."

(2) (Dover, Delaware) is amended to read: "Within a 6 mile radius of the Dover Air Force Base and within 2 miles either side of the southeast course of the Dover AFB radio range extending from the radio range station to a point 10 miles southeast, excluding the portion which overlaps Danger Area D-12."

REPORTING POINTS: (1) Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by deleting the following reporting point: "the intersection of the north course of the Salem, Mich., VHF radio range and the east course of the Lansing, Mich., radio range." (Note: due to discontinuance Salem VHF VAR range station)

(2) Red civil airway No. 81 (Lansing, Mich., to Detroit, Mich.) is amended to read: "No reporting point designation." (Note: Above rewrite deletes Chelsea intersection as compulsory reporting point - intersection southeast Lansing and west Salem VAR range courses.)

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective September 28, 1954, minimums en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Amber Civil Airway No. 7, is amended to read in part:		
Miami, Fla. (LFR)	Bayshore (Int), Fla.	1,400
Bayshore (Int), Fla.	West Palm Beach, Fla.(LFR)	1,500
(2) Red Civil Airway No. 20, is amended to read in part:		
Goodrich (Int), Mich.	*Windsor, Ont., Canada (LFR	2,300
*For that airspace over U.S. territory		
(3) Red Civil Airway No. 68, is amended to read in part:		
Tyler, Tex. (LFR)	Shreveport, La. (LFR)	2,300
(4) Red Civil Airway No. 90, is amended to read:		
Camarillo, Calif. (LFR)	Canoga Park, Calif. (ILS/LOM)	5,000
Canoga Park, Calif. (ILS/LOM	Burbank, Calif. (LFR)	
	(Eastbound)	8,000
	(Westbound)	5,000
(5) Red Civil Airway No. 103, is amended to read in part:		
*Skilak (Int), Alaska	Cleare (Int), Alaska	9,000
*6,100'-Minimum crossing altitude at Skilak (Int), SE-bound		
Cleare (Int), Alaska	Middleton Island, Alaska (LF/RBN)	2,000
(6) Blue Civil Airway No. 27, is amended to read in part:		
Rocky Point (Int), Alaska	King Salmon, Alaska (LFR)	8,300
(7) Blue Civil Airway No. 62, is amended to read in part:		
Detroit, Mich. (FLR)	Flint, Mich. (ILS/LOM	2,500
Flint, Mich. (ILS/LOM	Saginaw, Mich. (LF/RBN)	2,200
(8) Direct Routes-United States, is amended by adding:		
Middleton Island, Alaska (LF/RBN)	Seal (Int), Alaska	2,000
(9) VOR Civil Airway No. 4, is amended to read in part:		
Malad City, Idaho (VOR)	Green River (Int), Wyo.	*13,800
*12,000'- Minimum terrain clearance altitude.		
Green River (Int), Wyo.	Rock Springs, Wyo. (VOR)	10,000
(10) VOR Civil Airway No. 7, is amended to read in part:		
Miami, Fla. (VOR)	*Tamiami (Int), Fla.	
Via W alter.	Via W alter.	1,200
*2,000'-Minimum reception altitude		
Tamiami (Int), Fla.	Ft. Myers, Fla. (VOR)	
Via W alter.	Via W alter.	*2,000
*1,200'- Minimum terrain clearance altitude		
(11) VOR Civil Airway No. 16, is amended to read in part:		
*Salt Flat, Texas. (VOR)	Gore (Int), Texas	10,000
*8,000'-Minimum crossing altitude at Salt Flat (VOR), E-bound		
*Gore (Int), Texas	Wink, Texas, (VOR)	6,000
*7,200'-Minimum crossing altitude at Gore (Int), W-bound		
(12) VOR Civil Airway No. 22, is amended to read in part:		
Tallahassee, Fla. (VOR)	Greenville (Int), Fla.	1,400
Greenville (Int), Fla.	*Genoa (Int), Fla.	**3,000
*3,000'- Minimum reception altitude		
**1,500'- Minimum terrain clearance altitude		
*Genoa (Int), Fla.	Taylor, (Int), Fla.	**2,500
*3,000'- Minimum reception altitude		
**1,300'- Minimum terrain clearance altitude		
*Taylor (Int), Fla.	Jacksonville, Fla. (VOR)	1,300
*1,500'- Minimum reception altitude		
(13) VOR Civil Airway No. 24, is amended to eliminate:		
Jamestown, N. D. (VOR)	Aberdeen, S. D. (VOR)	*3,300
*2,800'- Minimum terrain clearance altitude		
(14) VOR Civil Airway No. 42, is amended to read in part:		
Pullman, Mich. (VOR)	Bedford (Int), Mich.	*3,500
*3,000'- Minimum terrain clearance altitude		
(15) VOR Civil Airway No. 111, is added to read:		
Salinas, Calif. (VOR)	Int. 094° rad. San Francisco, Calif. (VOR) & 032° rad. Salinas, Calif. (VOR)	*7,000
*5,500' - Minimum terrain clearance altitude.		
(16) VOR Civil Airway No. 134, is added to read:		
Evergreen, Ala. (VOR)	Columbus, Ga. (VOR)	*3,500
*2,100'- Minimum terrain clearance altitude		
Columbus, Ga. (VOR)	Atlanta, Ga. (VOR)	2,400
(17) VOR Civil Airway No. 164, is amended to read:		
Grove (Int), Pa.	Wilkes-Barre Scranton, Pa. (LFR)	4,000
Wilkes-Barre Scranton, Pa. (LFR)	*Stillwater (Int), N.J.	**6,000
*Stillwater (Int), N.J.	Caldwell, N.J. (VOR)	**6,000
*6,000' - Minimum reception altitude		
**4,000' - Minimum terrain clearance altitude		

✓ DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 88 to PART 608-DANGER AREAS
(September 14, 1954)

(1) In Section 608.14, the Boullion Mountain, California, area (D-344), published on August 23, 1951, in 16 F.R. 8448 and amended on November 10, 1953, in 18 F.R. 7056, is further amended by changing the "Description of Geographical Coordinates" column to read: " Beginning at latitude 34°41'00", longitude 116°03'00"; thence to latitude 34°35'30", longitude 115°58'00"; thence to latitude 34°33'00", longitude 115°47'00"; thence to latitude 34°25'00", longitude 115°47'00"; thence to latitude 34°25'00", longitude 115°44'00"; thence to latitude 34°14'00", longitude 115°44'00", thence to latitude 34°14'00", longitude 116°17'00"; thence to latitude 34°31'00", longitude 116°27'30" thence to latitude 34°43'00", longitude 116°32'45"; thence to latitude 34°43'00", longitude 116°17'00"; thence to point of beginning."

AMENDMENT NO. 89, TO PART 608-DANGER AREAS
(September 14, 1954)

(1) In Section 608.18, the Pensacola, Florida, area (D-152), published on July 16, 1949, in 14 F.R. 4289, is amended by changing the "Time of Designation" column to read: "VFR only".

(2) In Section 608.18, the Pensacola, Florida, area (D-153), published on July 16, 1949, in 14 F.R. 4289, is amended by changing the "Time of Designation" column to read: "VFR only."

(3) In Section 608.18, the Pensacola, Florida, area (D-154), published on July 16, 1949, in 14 F.R. 4289, is amended by changing the "Time of Designation" column to read: "VFR only", and by changing the "Description by Geographical Coordinates" column to read: "Bounded on the east by longitude 86°48'00", bounded on the west by revised Pensacola Control Area, bounded on the north by Florida Coast, bounded on the south by a line parallel to and 3 nautical miles from the Florida Coast."

AMENDMENT NO. 90 to PART 608-DANGER AREAS
(September 10, 1954)

(1) In Section 608.24, the Manhattan, Kansas, area (D-197), published on July 16, 1949, in 14 F.R. 4291 and amended on June 20, 1953, in 18 F.R. 3561, is further amended by changing the "Designated Altitudes" column to read: "Surface to 25,000 feet MSL."

(2) In Section 608.51, the Del Rio, Texas, Laughlin AFB, area (D-463), published on August 12, 1954, in 19 F.R. 5085, is amended by changing the "Description by Geographical Coordinates" column to read; "Latitude 29°02'00"N, longitude 100°29'00"W; latitude 29° 08'00"N, longitude 100°34'00"W; latitude 29°09'00"N, longitude 100°26'00"W; latitude 29° 05'30"N, longitude 100°28'00"W; latitude 29°02'00"N, longitude 100°29'00"W.

(3) In Section 608.51, the Del Rio, Texas, Laughlin AFB area (D-464), published on August 12, 1954, in 19 F R. 5085, is amended by changing the "Description by Geographical Coordinates"column to read: "Latitude 29°37'00"N, longitude 100°36'30"W; latitude 29°37' 00"N, longitude 100°30'00"W; latitude 29°30'00"N, longitude 100°30'00"W; latitude 29°30' 00"N, longitude 100°36'30"W; latitude 29°37'00", longitude 100°36'30"W

(4) In Section 608.61, the Cook Inlet, Alaska, area (D-347), published on July 21, 1949, in 14 F.R. 1921, and amended on August 11, 1954, in 19 F.R. 5042, is further amended by changing the "Using Agency" column to read: "Alaskan Air Command."

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated , re-designated or cancelled as indicated:

DESIGNATIONS

(1) HAMILTON INTSXN- intersection Covington, Ky. VOR 022°true radial (0° variation) and a bearing 155° true to Cincinnati L/MF range.

(2) ALLIANCE INTSXN- intersection southeast course Akron L/MF with a line bearing 250° on Akron LOM and 070° on Hubbard H facility.

(3) ALDEN,IOWA-intersection of the direct radial between the Mason City -Des Moines, Iowa, omnirange and the radial of the Waterloo, Iowa, omnirange directed toward Sioux City, Iowa, omnirange.

(4) CLAREVILLE- intersection of the NW course of the Corpus Christi LF range and SW course of the Navy Chase (Beeville) LF range.

(5) ACTON, INDIANA - intersection of the 041° mag radial of the Scotland, Ind., and the 121° mag radial of the Indianapolis, Ind., omniranges.

(6) BANTA, INDIANA (VOR) - intersection of the 090° mag radial of the Terre Haute, Ind., omnirange and the 169° mag radial of the Indianapolis, Indiana, omnirange.

(7) BANTA, INDIANA (LFR)- intersection of the south course of the Indianapolis, Ind., LF radio range and the 302° mag bearing from the Atterbury AAF, Indiana, LF radio beacon.

(8) CASTLETON, INDIANA- intersection of the 068° mag radial of the Indianapolis, Ind. omnirange and the back (northeast) course of the Indianapolis, Indiana, ILS localizer.

(9) CLOVERDALE, INDIANA, INTSXN - intersection of the 080° mag radial of the Terre Haute, Indiana, omnirange (V-12S, V-14S), the 231° mag radial of the Indianapolis, Ind., omnirange (V-12S, V-14S) and the 009° mag radial of the Scotland, Indiana, omnirange (V-11W).

(10) FAIRGROUNDS, INDIANA INTSXN - intersection of the 083°mag radial of the Indianapolis, Indiana, omnirange (V-12) and the back (northeast)course of the Indianapolis, Indiana, ILS localizer.

(11) HORTON, INDIANA INTSXN - intersection of the 020° mag radial of the Indianapolis, Indiana, omnirange (V-11) and the 116° mag radial of the Lafayette, Indiana, omnirange (New Victor Airway).

(12) HOUSTON, INDIANA INTSX N- intersection of the 080° mag radial of the Scotland, Indiana, and the 169° mag radial of the Indianapolis, Indiana, omniranges (V-53).

(13) PITTSBORO, INDIANA INTSXN- intersection of the 054° mag radial of the Terre Haute, Indiana, omnirange and the 324° mag radial of the Indianapolis, Indiana, omnirange (V-53).

(14) PARAGON, INDIANA INTSXN - intersection of the 039° mag radial of the Scotland, Indiana omnirange (V-11E) and the 184° mag radial of the Indianapolis, Ind., omnirng (V-53W).

(15) MONROVIA, INDIANA INTSXN - intersection of the 080° mag radial of the Terre Haute, Indiana, omnirange and the front (southwest) course of the Indianapolis, Indiana, ILS localizer.

(16) RIVER, INDIANA INTSXN- intersection of the 103° mag radial of the Indianapolis, Indiana, omnirange and the back (northeast) course of the Indianapolis, Indiana, ILS localizer.

(17) ROSSVILLE, INDIANA INTSXN - intersection of the 078° mag radial of the Lafayette, Indiana, omnirange (V-96) and the 341° mag radial of the Indianapolis, Indiana, omnirange (V-97, V-53E).

(18) RUSHVILLE, INDIANA INTSXN- intersection of the 106° mag radial of the Indianapolis, Indiana, omnirange (V-97E) and the 318° mag radial of the Cincinnati, Ohio omnirange (V-97E) and the new unnumbered Victor Airway between Cincinnati, Ohio and Lafayette, Indiana.

(19) SHELBYVILLE, INDIANA INTSXN- intersection of the 121° mag radial of the Indianapolis, Indiana, omnirange (V-97) and the 031° mag bearing from the Atterbury AAF, Indiana, LF radio beacon.

(20) WABASH, INDIANA- intersection of the 249° mag radial of the Findlay, Ohio, omnirange (redesignated V-14) and the 326° mag radial of the Dayton, Ohio omnirange.

(21) WILBER, INDIANA- intersection of the 090° mag radial of the Terre Haute, Indiana omnirange and the 205° mag radial of the Indianapolis, Indiana omnirange.

REDESIGNATIONS

(22) HARTSVILLE, INDIANA- intersection of the 136° mag radial of the Indianapolis, Indiana and the 355° mag radial of the Louisville, Ky., omniranges (V-51, V-97W) and the 288° mag radial of the Cincinnati, Ohio omnirange (V-97W).

CANCELLATIONS

(23) CAMBRAI, INDIANA- intersection described as the 090° mag radial of the Lafayette, Indiana, and the 341° mag radial of the Indianapolis, Indiana omnirange.

(24) COLDWATER, OHIO- intersection described as the 242° mag radial of the Findlay, Ohio and the 143° mag radial of the Fort Wayne, Indiana.

(25) MARTINSVILLE, INDIANA-intersection described as the 094° mag radial of the Terre Haute, Indiana, and the 169° mag radial of the Indianapolis, Indiana omniranges.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established, cancelled or re-designated as indicated:

ESTABLISHED

(1) WICHITA LFR-direction from holding point- N; direction of turn - LEFT - on E side of N leg Wichita LF range; Time - two minutes; minimum altitude - 3000'.

(2) WICHITA LOM - direction of holding pattern - S; direction of turn-LEFT on W side of S crs ILS localizer; Time - one minute; minimum altitude - 2500'.

REDESIGNATED

(1) CLIFTON INTSXN - direction from holding point - SW; direction of turn- RIGHT - E side SW crs Washington, D C., Time - one minute.

(2) NEWTON - direction from holding point: N; direction of turn - LEFT on E side N course of Wichita LFR.

(3) QUANTICO RANGE STATION: direction from holding point - S; direction of turn - RIGHT on E side S crs Quantico, Va., rng. Time - one minute.

CANCELLED

(1) KECHI INTSXN.

(2) VIOLA INTSXN.

✓ SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Adequate buffer zones have been provided for these speeds. It is recommended that all aircraft adhere closely to these restrictions and

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if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 9, Number 12, dated August 24, 1954 as follows:

(1) Page 5, Item (10). CONTROL ZONE (Savannah, Ga.) to read: "and within 2 miles either side of the 245 and 65 degrees true radial of the Savannah omnirange extending from Travis Field to a point 10 miles northeast of the omnirange station." in lieu of the 196 degree radial to 10 miles south.

✓ LOCATION IDENTIFIERS: The following change affects the use of location identifiers:

ISN Williston, N. D. Sloulin Airport (Change from ILS)

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 21, under Dist. of Columbia change Washington National Airport - CAA number to NA 8-1336.
(2) Page 22, under Michigan change Lansing WB number to EDgewood 2-6567.
(3) Page 24, under Ohio, Cincinnati WB add telephone number CHerry 6716.
(4) Page 24, under South Carolina - delete Greenville CAA number.
(5) Page 25, under West Virginia delete Elkins WB number 138.
(6) Page 22, under Florida change Tampa CAA number to 80-1661.

✓ INSTRUMENT APPROACH PROCEDURES TO BE SOLD ON SPECIAL SUBSCRIPTION BASIS: Because of a demand for instrument approach information prior to publication in the Airman's Guide or Federal Register, the CAA has made arrangements for the issuance and distribution of individual copies of these procedures on a subscription basis to be delivered once each week. The annual subscription rate has been set at $125.00 per year. For each additional copy mailed to the same address, the annual subscription price will be $25.00. Checks should be made payable to the Treasurer of the United States and mailed to: Sales and Distribution Division, Room 6227, Commerce Department, Washington 25, D.C.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Austin	Dallas	Roswell	WAC 468
Beaumont	Oklahoma City	WAC 190	WAC 525

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Cleveland	8-19-54	Dayton Local	8-23-54	St. Louis Local	8-23-54
Huntington	8-24-54	New York Local	8-23-54	WAC 309	8-26-54
Norfolk	8-27-54	Norfolk Local	8-26-54	WAC 359	8-17-54
Washington	8-26-54	Philadelphia Local	8-23-54	WAC 360	8-27-54
Cleveland Local	8-23-54	Pittsburgh Local	8-23-54		

Instrument Flight Charts

released since August 16, 1954

AL 1 RNG Abilene Mun Arpt
AL 162 ILS Fresno Air Terminal
AL 1 RNG Abilene Mun Airport
AL 13 RNG Alexandria AFB
AL 35 RNG Baker Airport
AL 41 RNG Kellogg Field
AL 59 RNG Gallatin Field
AL 76 RNG Charleston AFB
AL 80 RNG-2 Cheyenne Airport
AL 135 RNG Vance AFB
AL 138 RNG Ephrata Airport
AL 159 RNG-1 Meacham Field
AL 159 RNG-2 Meacham Field
AL 160 RNG Carswell AFB
AL 163 RNG Gage Airport
AL 167 RNG NAAS Glynco
AL 200 RNG Hutchinson Airport
AL 218 RNG McGhee-Tyson Airport
AL 231 RNG Lewiston Airport
AL 233 RNG Adams Field
AL 236 RNG Long Beach Airport
AL 297 RNG-1 Ogden Mun Airport
AL 324 RNG Pierre Airport
AL 342 RNG Chanute AFB
AL 358 RNG Sacramento Airport
AL 389 RNG Perrin AFB
AL 409 RNG Shaw AFB
AL 449 RNG Palm Beach AFB
AL 463 RNG Smith Reynolds Arpt.
AL 502 RNG Gary AFB
AL 516 RNG Raleigh-Durham Arpt.
AL 528 RNG N. Phila. Airport
AL 543 RNG Needles Airport
AL 593 RNG NAS Anacostia
AL 625 RNG Pinellas Co. Intn'l
AL 839 RNG NAAS Mustin Field
AL 842 RNG Clear Lake Anchorage
AL 896 RNG Houghton Co. Memorial
AL 961 RNG Larson AFB
AL 963 RNG NAF Annapolis
AL 987 RNG Wichita Airport
AL 990 RNG NAAS Chase Field
AL 72 ILS-1 Natrona Co. Airport
AL 72 ILS-2 Natrona Co. Airport
AL 76 ILS Charleston AFB/Mun.
AL 134 ILS El Paso Intn'l Airport
AL 159 ILS-1 Meacham Field
AL 159 ILS-2 Meacham Field
RF/VOR 1, 4
RF 6
RF-VOR 52
RF-VOR St. Louis Terminal Area
RF U.S. Check List
AL 177 ILS Great Falls Mun Airport
AL 218 ILS McGhee-Tyson Airport
AL 224 ILS-1 Capital City Airport
AL 236 ILS Long Beach Airport
AL 243 ILS Macon (Cochran) Airport
AL 365 ILS-1 Salt Lake City Mun. Airport
AL 396 ILS-1 Sioux Falls Airport
AL 411 ILS-1 Hancock Airport
AL 463 ILS Smith Reynolds Airport
AL 466 ILS-2 Youngstown Airport
AL 540 ILS-1 Joplin Airport
AL 582 ILS Seattle-Tacoma Intn'l
AL 58 ADF Logan Airport
AL 76 ADF Charleston AFB/Mun.
AL 81 ADF-1 Chicago Midway Airport
AL 177 ADF Great Falls Mun Airport
AL 218 ADF McGhee-Tyson Airport
AL 224 ADF Capital City Airport
AL 362 ADF Smoky Hill AFB
AL 411 ADF Hancock Airport
AL 463 ADF Smith Reynolds Airport
AL 516 ADF Raleigh-Durham Airport
AL 582 ADF Seattle-Tacoma Intn'l
AL 593 ADF NAS Anacostia
AL 987 ADF Wichita Airport
AL 19 VOR Amarillo Air Terminal
AL 58 VOR Logan Airport
AL 69 VOR Burlington Airport
AL 76 VOR Charleston AFB/Mun.
AL 159 VOR Meacham Field
AL 160 VOR Carswell AFB
AL 163 VOR Gage Airport
AL 200 VOR Hutchinson Airport
AL 202 VOR Howes Airport
AL 214 VOR NAS Key West (Boca-Chica)
AL 267 VOR Bates Field
AL 297 VOR-1 Ogden Mun Airport
AL 362 VOR Smoky Hill AFB
AL 467 VOR Willow Run Airport
AL 529 VOR Thermal Airport
AL 582 VOR Seattle-Tacoma Intn'l
AL 650 VOR Wheeling-Ohio Co. Airport
AL 662 VOR McCarran Field
AL 666 VOR Watertown Airport
AL 915 VOR Ottumwa Airport
OP 41 W.K. Kellogg Field

NEW CHARTS

AL 297 RNG-2	Ogden, Utah	Ogden Municipal Airport
AL 224 ILS-2	Lansing, Michigan	Capital City Airport
AL 241 ILS-2	Lubbock, Texas	Lubbock Airport
AL 466 ILS-1	Youngstown, Ohio	Youngstown Airport
AL 415 ADF	Tallahassee, Florida	Dale Mabry Field
AL 297 VOR-2	Ogden, Utah	Ogden Municipal Airport
OP 893	Truth or Consequences, N. Mex.	Truth or Consequences Airport
OP 984	Helena-West Helena, Arkansas	Thompson-Robbins Field
RF Boston Terminal Area		

DISCONTINUED CHARTS

AL 28 RNG	Augusta, Georgia (Procedure cancelled 6-16-54 - CAA)	Daniel Field
AL 548 ADF	Santa Fe, New Mexico (Rbn. Perm. decommissioned - Tel. 8-21-54)	Santa Fe Airport (New)
AL 850 ADF	Philip, South Dakota (Rbn Perm. decommissioned - Tel. 8-18-54)	Philip Airport

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV twr erected 7 mi SSE (158°T) at lat 33-29-06; long 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course unusable within 15 mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12.(2-12) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
HOLT BCN SITE 60, FTW-ATL: Soon bcn site will be decmsnd. (7-31)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
HUNTSVILLE ARPT: NE/SW Rnwy lgts inop. (2-6)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MOBILE-BATES ARPT-TOWER: About Sept 13, ILS will be shut down for approx one week-
** installation of new monitoring equip. (8-19) FLD: 313'(574'MSL) lgtd rdo relay twr erected 49 mi NNW (350°T) at lat 31-23-18; long 88-22-14.(7-9). 326' (516'M SL) lgtd rdo relay twr erected 30 mi NE (25°T) at lat 31-05-36; long. 88-01-51. (7-10) 231' (461'MSL) rdo twr erected 26.5 mi E (80°T) at lat 30-45-20; long 87-47-31. (8-27)
MONTGOMERY-RADIO: DME coverage 130°-230°, 40 mi at 1500'. (5-20)
MONTGOMERY-DANNELLY FLD: Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23)
**TALLASSEE ARPT: 303' (722'MSL) lgtd rdo twr erected 5.5 mi NNW (330°T) at lat 32-33-27; long 85-55-03. (9-3)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 40 mi at 12,000'; 210°-245°, 40 mi at 11,000.(6-30)
DOUGLAS-RADIO: About Sept 15, VOR will be shut down until approx Sept 22 - freq chg from 112.9 mc to 112.6 mc. (8-5)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 50 mi at 10,000'; 50°-90°, 50 mi at 5000'; 90°-180°, 50 mi at 7000'; 180°-215°, 50 mi at 4000'; 215°-235°, 50 mi at 6000'; 235°-255°, 40 mi at 6000'; 255°-270°, 50 mi at 6000'; 270°-325°, 50 mi at 8000'. (7-15)
KINGMAN ARPT: Caution-intermittent targent plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 40 mi at 10,000'; 135°-145° and 165°-185° usable dist 45 mi at 10,000'.
ARIZONA: TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 30 mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: **BENTONVILLE ARPT: 303' (1643'MSL) lgtd rdo twr erected 2-1/8 mi ESE (114°T) at lat 36-20-04; long 94-10-41. (8-27)
FAYETTEVILLE ARPT: Men and equip on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 50 mi in all quads.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect. Sept 26, twr hrs of opern will be 0600-2200. (9-3)
BLYTHE-RADIO: DME coverage 165°-188°, 45 mi at 7000'; 180°-200°, 30 mi at 6000'; 200°-220°, 45 mi at 6000'; 220°-293°, 50 mi at 9000'; 293°-310°, 30 mi at 9000'; 310°-327° 40 mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 25 mi.
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-chkd.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 50 mi at 3000'; 350°-10°, 50 mi at 8000'; 10°-30°, 50 mi at 9000'; 30°-120°, 40 mi at 9000'; 120°-150°, 40 mi at 6500'; 150°-335°, over water, not checked. (6-16) Soon DME at VOR site will be discontd. (8-20)
★FRESNO AIR TERMINAL-TOWER: Sept 2, freq 257.8 mc cmsnd. Too late for ANRA.
FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)
GASQUET ARPT: N side of strip clsd - const.
KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°,7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Tfc ctl twr will be relctd in temp structure on SE corner of roof of Admin. Bldg. Durg new twr const twr will not be able to control tfc on areas of ramp, taxiways, rnwys, and fld NW of temp twr, due to non-visibility. (3-4) North lndg mat closed to all opern - rough and hazardous. (4-9) Two 175' lgtd oil derricks - one 1500' W and 1500' N Rnwy 25R; one, 1500' N Rnwy 25L, 1500' S Rnwy 25R and 2500'W Rnwy 16R.
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT-TOWER: ILS on Rnwy 25L inoperative; ILS on Rnwy 25R will be operative, but radar monitored apchs not avail until approx Sept. 23.(8-16) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip on and adj to const areas. (6-4)
NEEDLES-RADIO: VOR 40 mi coverage from 5°-15° and 190° - 205° at 8000', and 50° radial at 10,000'.

(9-7-54)

CALIFORNIA: OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-4) DME coverage 80°-120°, 50 mi at 6000'; 120°-175°, 50 mi at 5000'; 175°-280°, 50 mi at 4000'; 280° 290°, 40 mi at 4000'; 290°-305°, 50 mi at 4000'; 305°-340°, 50 mi at 6000'; 340°-350°, 40 mi at 6000'; 350°-030°, 20 mi at 4000'; 30°-60°, 30 mi at 5000'; 60°-80°, 40 mi at 5000'. (6-2)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 50 mi at 13,000'; 90°-135°, 50 mi at 9000'; 135°-150°, 30 mi at 7000'; 150°-200°, 20 mi at 7000'; 200°-280°, 40 mi at 7000'; 280°-300°, 50 mi at 9000'; 300°-330°, 50 mi at 13,000'; 330°-350°, 30 mi at 13,000'; 350°-0°, 40 mi at 13,000'.

ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26)

PALMDALE-RADIO: VOR coverage 120°-150°, 40 mi at 10,000'; 150°-180°, 40 mi at 9000'.

**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)

PALO ALTO ARPT: WNW/ESE Rnwy and all dirt areas clsd. Use main NNW/SSE Rnwy 1900' only with extreme caution. Men and equip. on fld. Caution - const. (8-1)

PASO ROBLES-RADIO: DME coverage 315°-45°, 50 mi at 7000'; 45°-105°, 50 mi at 5000'; 105°-125°, 50 mi at 6000'; 125°-190°, 50 mi at 5000'; 190°-220°, 50 mi at 6000'; 220°-235°, 40 mi at 6000'; 235°-245°, 30 mi at 6000'; 245°-270°, 40 mi at 6000'; 270°-315°, 50 mi at 5000'. (6-15)

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (7-28)

**ROSEMEAD-PASADENA-ROSEMEAD ARPT: Name changed to Fletcher Arpt. (8-9)

★SACRAMENTO-RADIO: VOR usable dist 245°-260°, 45 mi at 3000'. (6-1) DME coverage 10°-100°, 50 mi at 9000'. Correct VOR lat 38-26-38, long. 121-33-02. (8-20)

**SACRAMENTO-HANNAM ARPT: Aug 9, fld perm discontd. (8-13)

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 40 mi at min instr alt. DME coverage 20°-44°, 30 mi at 7000'; 44°-49°, 20 mi at 7000'; 49°-90°, 30 mi at 7000'; 90°-130°, 50 mi at 7000'; 130°-145°, 30 mi at 7000'; 145°-153°, 20 mi at 7000'; 153°-180°, 30 mi at 7000'; 180°-225°, 50 mi at 7000'; 225°-300°, 50 mi at 5000'; 300°-020°, 50 mi at 7000'.

**SAN CARLOS ARPT: Reinstated. Type: P. Lat 37-31, long. 122-15. Lctn: 1 NNE. Elev. 6'. No. of rnwys: 1. lngst rnwy & facs: 24-S1, 80, 87 oct. Rem: Levee S. (6-8)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 20 mi at 5000'; 30°-85°, 30 mi at 7000'; 85°-100°, 40 mi at 7000'; 100°-120°, 50 mi at 7000'; 120°-160°, 50 mi at 6000'; 160°-180°, 30 mi at 5000'; 180°-225°, 20 mi at 5000'; 225°-265°, 30 mi at 5000'; 265°-345°, 50 mi at 5000'; 345°-010°, 40 mi at 4000'. (6-15)

SAN FRANCISCO INTERNATIONAL ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump 5'' rise 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Men and equip. Rnwy 3-21, daylgt hrs. (8-20)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 30 mi at 9000'; 30°-45°, 40 mi at 9000'; 45°-80°, 50 mi at 9000'; 80°-95°, 40 mi at 4000'; 95°-110°, 50 mi at 4000'; 110°-260°, not checked; 260°-325°, 50 mi at 7000'. (6-28) Soon, VOR will be shut down until approx Sept 27 - modification. (8-26)

STOCKTON ARPT: Rnwy 11/29 clsd. Lgts avail on Rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 40 mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)

**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long. 39-09-30, 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg remarks to: P-line S. Use gravel strip wet wea. (10-8)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Due to non-visibility twr unable to ctl tfc apch end Rnwy 35, approx 5000' SW end Rnwy 3-21, area of Rnwy 12-30 extending from mid fld taxi strip to approx 1000' NW, mid fld taxi strip extending from intsxn Rnwy 12-30 to a point approx half way SW on taxi strip, ramp area in front of new terminal bldg. (3-22)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.

GRANBY ARPT: Closed. (9-23)

KREMMLING-ARPT: Closed - construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

**PUEBLO #1 ARPT: Abandoned. (6-29)

**PUEBLO #2 ARPT: Name changed to Pueblo Municipal Airport. (7-7)

**STERLING-LOGAN CO. ARPT: 746' lgtd TV twr being erected 7 mi ENE (72° T) at lat 40-38-05, long. 103-08-15. (8-20)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

HARTFORD-RADIO: DME at VOR site shut down. (3-16)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days, Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 015°-050°, 50 mi at 2500'; 050°-180°, 50 mi at 2000'; 180°-270°, 50 mi at 2500'; 270°-285°, 40 mi at 3000'; 285°-320°, 50 mi at 3000'; 320°-360°, 40 mi at 3000'; 360°-015°, 40 mi at 2500'. VOR has minor bends in SW quad out to 20 mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 30 mi; 90°-180°, 25 mi; 180°-265°, 20 mi. LF rng has auto voice ident on test basis. (8-10)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: **CROSS CITY ARPT 58, MEM-TPA: Bndry lgts for rnwy 4-22 perm discontd.

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18)

**FORT PIERCE-ANGLE FLD: Abandoned. (8-9)

**GAINESVILLE ARPT: 245' (320' MSL) lgtd rdo twr erected 4.2 mi NE. (8-28)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) VOR operg on test basis. (8-23)

★JACKSONVILLE-CECIL FIELD NAS-RADIO: Navy H fac relctd at lat 30-13-15, long. 81-52-12. Bear. & dist. to Cecil Fld NAS: At fld; to Jacksonville NAS: 85°, 10.9 mi. (8-23)

KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (9-2)

**KISSIMMEE ARPT: 218' (300' MSL) lgtd rdo twr erected 3.5 mi E (93° T) at lat 28-17-07, long. 81-22-30. (8-31)

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-bhecked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500'

FLORIDA: abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 28R-10L closed for take-off and lndgs. (8-17)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PENSACOLA ARPT: 293' (413'MSL) rdo twr erected 13.5 mi WNW (285°T) at lat 30-32-12; long. 87-24-26. (8-27) Taxiway paralleling Rnwy 3-21 N of glide path bldg perm closed. (8-25)
**PERRY-FOLEY ARPT: UNICOM (122.8 mc) not available. (7-2)
ST. PETERSBURG-WHITTED/CGAS ARPT: Construction S of Arpt. (6-16)
**SEBRING ARPT: Abandoned. (8-3)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
TAMPA INTERNATIONAL ARPT-TOWER: About Sept. 13, ILS lclzr and glide slope will be shut down for approx 3 weeks - installing new monitor equip. (8-5)
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 40 mi at 1500' at all azimuths. (8-6)
**WARRINGTON-BAYOU ARPT: Perm. closed. (8-24)
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 40 mi at 1500' at all azimuths. (8-6)
WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 15.5 mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 mi. (3-15)
ALMA-RADIO: DME and VOR coverage 40 mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 20 mi of stn. All other courses usable without restriction for more than 50 mi at min en route alt.
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 6.8 mi E (82°T) at lat 33-47-36; long. 84-24-22. (8-14)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Intensive student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)
**BRUNSWICK-McKINNON ARPT: UNICOM (122.8 mc) available. (7-29)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. DME at VOR site shut down for indefinite period. (6-30)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2000' beyond 30 mi in all quads. (7-6)
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: DME usable dist at min en route alt 40 mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (8-4)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor facility during such use. (6-24)
SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE Strip lgtd dusk-dawn. (6-29)
★SAVANNAH-RADIO: VOR flgt-checked and relctd at lat 32-09-40, long. 81-06-42. Bear. & dist to Travis Fld: 245°, 5.1 mi to apch end Rnwy 27. Monitoring category (1). Class: VORW. (8-24)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: Aug 31, ILS shut down until approx Oct 15 - modernization. (8-31)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down. (7-2)
DANIELS, BCN SITE 10,SLC-GTF: Soon bcn site will be discontd. (8-23)
FISH LAKE USFS ARPT: Closed - repairs. (7-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°. 40 mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 40 mi at 12,000' MSL. (7-9)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30-Caution. (9-3)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW,SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17) USAF VHF/DF unreliable below 3000'. (5-17)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop. (7-23)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr being erected 16.5 mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110° 40 mi and 110°-250°, 45 mi. DME coverage 151°-285°, 40 mi at 2000'.
**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip. E side of rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all other ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
**DANVILLE ARPT: Closed-unsafe for landing. (8-2)
**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)
**FLORA ARPT: Abandoned. (6-22)
**GRAYMONT-CARROLL ARPT: Closed. No services avail. - unattended. (8-6)
KEWANEE ARPT: Arpt under construction - Strip being resurfaced - ridges of dirt on both sides. (8-11)
**LACON-MARSHALL COUNTY ARPT: N/S Rnwy 1740' x 50 hard surface. Shoulders rough.
MARION AIRPARK: Closed. (7-12)
NAPERVILLE-RADIO: About Sept. 13, VOR will be shut down for modernization. (8-24)
**TAYLORVILLE ARPT: 2200' N/S Rnwy hard surface. Soft shoulders-caution. Serv: S5. Fuel: F3. (7-16)
**WOODSTOCK ARPT: Rgt tfc W. (6-15)
INDIANA: AUBURN ARPT: 856' (1723'MSL) TV twr located 3.5 mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strips clsd-const. (9-7-54)

INDIANA: EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF rng twrs lctd 5.7 mi N. no longer obstruction lgtd. (7-7)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' -daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - constr all rnwys. Clsd nets. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 40 mi at 2300'; 172°-310°, 40 mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook,VORW freq 112.3 mc. ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxi-way from SE hangar to the turning ramp. (8-13)
LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MADISON-MEYERS ARPT: Three 683' (1283' MSL) lgtd smoke stacks being erected 3.0 mi SW (225°T) at lat 38-45-00, long. 85-25-00. (4-1)
RISING SUN ARPT: Caution - extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn.
TERRE HAUTE-HULMAN FLD: SE taxiway clsd from apch end Rnwy 32 to intsxn NE/SW Rnwy. NE/SW Rnwy clsd-const. (9-2)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns, holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
**SHENANDOAH ARPT: Rnwy lgts and bcn operg sunset-sunrise. (8-16)
SIOUX CITY-RADIO: DME coverage 77°-103°, 40 mi 172°-244°, 30 mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 6 mi ENE (68°T) at lat 42-34-27; long. 96-22-11. (7-14)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (1-30)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-RADIO: July 1, DME at VOR site shut down.
**EL DORADO ARPT: 198' (1600' MSL) lgtd guyed twr erected 2 mi N (15°T) at lat 37-49-26; long. 96-48-00. (6-24)
**FORT SCOTT ARPT: 205' rdo twr will be erected 3 mi E (80°T) at lat. 37-48-42; long. 94-42-39. (7-9)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitiate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (7-23)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd 1200' N of S end N/S Rnwy oper daylgt hrs only. Barrier chains lctd alongside rnwy, mrkd. Entire rnwy
KANSAS: usable. Caution in vcnty of jet acft blast. (7-2)
★OLATHE NAS-RADIO: Navy bone-shaped Paola FM cmsnd on S course LF rng. Ident: 3 dashes. Lctd at lat 38-36-06, long. 94-53-04. (8-23)
PARSONS: Demolition approx 9 mi ESE at lat 37-17-15, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160°-230° due to interference Ponca City Okla H fac. (8-22)
SATANTA ARPT: Closed. (3-29)
★TOPEKA-PHILIP BILLARD ARPT-TOWER: Sept 3, trans & rcvr 126.18 mc changed to 137.88 mc. These data rcvd too late for inclusion on ANRA page. FLD: Portion of NE/SW Rnwy SE of N/S intsxn not usable for acft over 15000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (4-29)
WICHITA-RADIO: June 30, DME shut down for relctn.
**WICHITA ARPT:1079' (2449'MSL) lgtd TV twr being erected 10 mi NW (328°T) at lat 37-46-54; long. 97-31-10. (7-27)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc,119.5 mc or range voice channels. (4-28)
KENTUCKY: BOWLING GREEN-RADIO: Mar 31, DME at VOR site shut down.
CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8) About Sept 27, VAR will be shut down for approx 2 weeks - modernization. (8-31)
DANVILLE-GOODALL FLD: E end of field under construction. (11-12)
FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E. Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-RADIO: March 27, DME shut down. (3-29)
**LEXINGTON-BLUE GRASS ARPT: 365' twr lctd 3 1/2 mi E dismantled. (8-18) Due to non-visibility twr unable to ctl tfc on ramp, area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN ARPT-TOWER: Effect Sept 26, hrs of opern will be 0700-2300. (8-26) FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
★LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10) Sept 3, trans & rcvr 118.1 mc decmsnd and trans & rcvr 119.1 mc cmsnd. These data rcvd too late for inclusion on ANRA page.
**MANCHESTER-SKY ARPT: Abandoned. (6-18)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR ARPT: 145' (223' MSL) lgtd rdo twr erected 2 mi ENE (60°T) at lat 31-18-28; long. 92-26-52. (8-21)
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692'MSL) lgtd TV twr erected 5 mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)
BATON ROUGE-RYAN ARPT-TOWER: About Sept. 7, ILS lclzr and glide slope will be shut down until approx Sept 14-installation new monitor equip. (8-4) FLD: Effect Sept 6, Rnwy 13-31 and center and North taxiways closed. Runway 35- 4450' avail. Runway 17-4100' available. (9-3)
HAMMOND ARPT: Bcn inop. (5-25)
**MARKSVILLE ARPT: 202' (282' MSL) rdo twr erected 2 mi NE (27°T) at lat 31-07-21, long. 92-03-07. (8-27)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 40 mi at 1500'.
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
★NEW ORLEANS-RADIO: Aug 17, LaPlace FM perm decmsnd.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

LOUISIANA: NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 8.3 mi WSW (250° T) at lat 29-48-18, long. 90-08-57. (1-5)
NEW ORLEANS-MOISANT ARPT-TOWER: About Sept 25, radar arrival control will be inaugurated. (8-30)
**OPELOUSAS-ST. LANDRY ARPT: 189' (251' MSL) lgtd rdo twr 2-1/2 mi S (182° T) at lat 30-31-00, long. 92-06-22. (9-13)
**PATTERSON-WILLIAMS ARPT: 300' (309' MSL) lgtd rdo twr erected 1.8 mi E (82° T) at lat 29-42-49. long. 91-18-06. (8-21)
★SHREVEPORT-RADIO: DME coverage all quads, 50 mi at 1900'. Aug 17, Dixie FM perm decmsnd.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution. VHF/DF unreliable below 2500'.
SHREVEPORT-GREATER SHREVEPORT ARPT-TOWER: ILS lclzr and glide slope shut down until approx Sept 6 - installation new monitor equip. (8-5)
**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)
**TALLULAH-SCOTT ARPT: 200' lgtd twr erected 2 mi WNW. (8-21) Rnwy clsd ngts, land with caution days on E side of N/S Rnwy. (6-11)
**WINNSBORO ARPT: 300' lgtd twr erected 14.5 mi SW (210° T) at lat 31-58-48, long. 91-49-37.
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 40 mi at min en route alt.
BANGOR-RADIO: LF rng inop until approx Oct 3. (9-3) VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt. DME coverage 235°-260°, 40 mi at 2500'.
BANGOR-DOW AFB-RADIO: USAF VHF/DF cmsnd. Freq: 137.88 and 121.5 mc. Call: Homer. Trng status.
**DEXTER ARPT: Arpt abandoned in error. (8-2)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. Strips ruf.
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 40 mi; 290°-30°, 35 mi at min instr alt. All courses within tolerance. DME shut down. (5-12)
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf - land on central 25' section.
MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29)
BALTIMORE-FRIFNDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not available. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
**CAMBRIDGE-HORN'S POINT ARPT: Type: L. Lat 39-35-30, long. 76-08-15. Elev: 10. Lctn: 3 WNW. No. of rnwys: 3. Lngst rnwy & facs: 26. Remarks: SSW blkd. (5-2)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi 015°-245° at 4500'; 245°-300° at 3500'; 330°-350° at 2000'; 350°-015° at 3000'.
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
MASSACHUSETTS: SPECIAL NOTICE: Arpt condition information avail by calling any State Police Barracks.
**ADAMS ARPT: Closed. (7-17)
**BOLTON ARPT: Closed. (8-13)
★BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22) Sept 3, Dedham FM ident changed to 3 dashes; Franklin FM changed to 2 dots-3 dashes.
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy const in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30)
BOSTON-REVERE ARPT: Lgtd 40' boom - working end Rnwys 13 and 15. (7-23)
MASSACHUSETTS: **PROCKTON ARPT: Closed. (7-17)
EASTON-AMES FLD: Equip. on fld. (8-13)
HYANNIS-BARNSTABLE ARPT: 100' temp twr erected tip Pt. Gammon 3 mi SSE. (7-30)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail. during drizzle. (7-21)
★NEW BEDFORD ARPT-TOWER: Sept 5, twr hrs opern: 0530-2230. Rcvd too late for ANRA page. FLD: Men, equip on rnwys. 3 med int rnwy lgts NE side Rnwy 14-32 inop. (6-28)
**NEWBERRY-PLUM ISLAND: Closed. (8-13)
ORANGE ARPT: Closed 1200-1700 on following dates for sport car racing: September 19 and October 24 - marker will be displayed. (5-4)
**SPRINGFIELD ARPT: Abandoned. (6-4)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld - days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
DETROIT-RADIO: DME coverage 260°-290°, 40 mi at min en route alt. (6-11)
**DETROIT CITY ARPT: 1064' lgtd TV twr erected 11 mi NW (295°T) at lat 42-28-59, long. 83-12-20. Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail. for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)
★FLINT-BISHOP ARPT-TOWER: Sept 3, trans & rcvrs 243.0, 348.6 and 257.8 mc cmsnd.
** These data too late for inclusion ANRA page. About Sept 20, ILS will be shut down. FLD: 168' (943'MSL) unlgtd steel supporting twr erected 15 mi N (11°T) at lat 43-10-20, long. 83-40-48. (8-19)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 15 mi NNE (.08° T) at lat 42-24-57, long. 85-31-49. (7-19)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi-interference. ILS LMM lmtd to usable dist of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000' in all quads. (6-30) USAF VOR unreliable below 3000' beyond 50 mi. (4-21)
MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)
**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)
PULLMAN-RADIO: DME coverage 40°-136°, 30 mi; 136°-172° and 265°-306°, 40 mi at min en route alt. (6-16)
**ROMEO ARPT: Lngst rnwy & facs: 33-S5. (5-5)
SALEM-RADIO: June 2, VAR shut down - conversion to VOR. (5-14)
**SOUTH HAVEN ARPT: Lngst rnwy & facs: 34-BL4-S1-U. (6-30)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°, 149°-164°, 194°-338°, 40 mi at min en route alt. (8-3)
**BRAINERD ARPT: Bcn and lights operated on prior req only. (6-24)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. (10-23) About Sept. 20, LF rng freq will be changed to 379 kc. (9-1)
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.8 mi SE (135° T) at lat 46-47-20, long. 92-06-51. 558' (1784' MSL) lgtd twr erected 4.6 mi SE (140° T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiways lgts. Sod areas unsafe.
**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)
FAIRMONT ARPT: SE 2200' of NW/SE rnwy hard surface - feathers into the NW end.
**MINNEAPOLIS-CRYSTAL ARPT: Unicom (122.8 mc) inoperative. (7-8)
**MINNEAPOLIS-FLYING CLOUD ARPT: Unicom (122.8 mc) inoperative. (7-8)
MINNEAPOLIS-ST. PAUL INTERNATIONAL ARPT-TOWER: About Sept 7, PAR will be shut down until approx Oct. 1 - modification. (8-17) (9-7-54)

MINNESOTA: MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO DME coverage 200°-245°, 40 mi at min en route alt. (7-6) About Sept. 6, trans & rcvr 255.4 mc will be cmsnd. (8-30)
ROCHESTER ARPT-TOWER. About Sept. 8, stn/twr will be combined. Trans & rcvr 243.0 and 257.8 mc will be cmsnd. (8-30)
**THIEF RIVER FALLS ARPT Bcn and lgts on req after 2400. (6-24)
**WILLMAR ARPT 440' (1560'MSL) lgtd TV twr erected 1.75 mi E (98°T) at lat 45-06; long. 95-02. (9-2)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W strip avail. (10-12)
GREENWOOD-RADIO VOR usable on arwys only. (5-9) Freq: 3023.5kc unreliable. (2-19) DME coverage 40°-70°, 50 mi at 1800'; 70°-110°, 40 mi at 1800'; 110°-175°, 30 mi at 1700', 175°-210°, 40 mi at 1700'; 210°-310°, 50 mi at 1700'; 310°-040°, 40 mi at 1800'.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
**McCOMB-PIKE CO. ARPT: ENE/WSW Strip ruf.-bndry lgtd discontd. (6-21)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 8 mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: Experimental omnitest signal installation at Kansas City Mun Arpt operg on test basis, without voice. Freq: 113.0 mc, Ident: Cont dots. SE course LF rng is approx 5° wide due to severe multiple structure and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 1 mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)
KENNETT ARPT: Closed-construction. (8-16)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (7-21) 193' lgtd rdo twr erected 3 mi S (175°T) at lat 36-33-08; long. 89-58-32. (8-30)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)
**ST. LOUIS-KRATZ ARPT: Longest Rnwy and fac: 32-S5. (6-28)
**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected 10 mi SE (150°T) at lat 38-37-41; long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 mi at 11,000'; 185°-200°, 40 mi at 11,000'. (6-16)
BUTTE-RADIO: VOR and DME coverage 317°-352°, 40 mi at 9000'; 352°-20°, 40 mi at 10,500'; 20°-68°, 30 mi at 10,500'; 68°-80°, 40 mi at 10,500'; 80°-118°, 50 mi at 10,500'; 118°-135°, 40 mi at 11,000'; 135°-157°, 50 mi at 11,500'; 157°-164°, 40 mi at 11,000'; 164°-176°, 30 mi at 11,000'; 176°-198°, 20 mi at 10,500'; 198°-220°, 30 mi at 11,000'; 220°-248°, 40 mi at 11,000'; 248°-265°, 30 mi at 11,000'; 264°-317°, 40 mi at 11,000'. (6-24) About Sept 14, LF rng will be decmsnd, concurrently the Homestake FM ident will be changed to 4 dashes. (8-17)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
**DELL ARPT SITE 28, SLC-GTF: Beacon changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (8-27)
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 20 mi - 55°-70°, 30 mi and 70°-110°, 40 mi at 9000'; 110°-150°, 20 mi - 150°-260°, 30 mi at 10,000'; 260°-290°, 20 mi at 9000'; 290°-320°, 30 mi at 10,000'. (6-16)
**DRUMMOND ARPT: N/S Strip discontinued. (7-29)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
KALISPELL-RADIO: About Sept. 14, MHW fac will be perm discontd. (8-10)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: VOR and DME coverage 320°-15°, 20 mi at 11,000'; 15°-85°, 50 mi at 9000'; 85°-200°, 10 mi at 11,000'; 200°-230°, 30 mi at 11,000'; 230°-250°, 40 mi at 10,000'; 250°-280°, 40 mi at 11,000'. (6-16)
**LODGE GRASS BCN SITE 34, CYS-GTF: Bcn changed to 12 clear fpm, supplemented with red course lgts flashing characteristic 4 (. . . .) (8-27)
MISSOULA-RADIO: DME and VOR coverage 335°-40°, 20 mi at 11,000'; 40°-70°, 30 mi at 11,000'; 70°-110°, 20 mi at 9000'; 110°-125°, 30 mi at 11,000'; 125°-160°, 40 mi at 11,000'; 160°-175°, 30 mi at 9000'; 175°-195°, 20 mi at 9000'; 195°-220°, 30 mi at 11,000'; 220°-235°, 20 mi at 9000'; 235°-270°, 30 mi at 11,000'; 270°-290°, 40 mi at 9000'; 290°-355°, 30 mi at 11,000'.
MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end appch ENE/WSW Strip. (8-13)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 40 mi at 9000'. (5-21) Caution - E course LF rng has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35 mi which progresses outwards with distance. (6-25)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 30 mi at 10,500'; 360°-47°, 30 mi at 11,000'; 47°-70°, 40 mi at 11,000'; 70°-96°, 40 mi at 9000'; 96°-118°, 30 mi at 11,000'; 118°-164°, 20 mi at 11,500'; 164°-197°, 40 mi at 10,500'; 197°-213°, 30 mi at 11,000'; 213°-228°, 20 mi at 11,500'; 228°-250°, 30 mi at 11,500'; 250°-277°, 30 mi at 10,000'; 277°-299°, 20 mi at 10,000'; 299°-330°, 20 mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
BEATRICE ARPT: E/W Strip open days only for lgt acft.
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
**INDIANOLA-KANSAS RIVER DISTRICT ARPT: Abandoned. (11-5)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
LINCOLN-RADIO: ILS lclzr and glide slope shut down - modification. (9-1)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin. Bldg.--tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
RUSHVILLE-MODISETT ARPT: Caution-bales of hay on airport and runways. (7-29)
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed. Caution-men and equip. on arpt and rnwys. (7-29)
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 40 mi; 90°-125°, 30 mi; 120°-170°, 20 mi; 170°-240°, 40 mi; 240°-300°, 20 mi; 300°-360°, 50 mi at 12,000'. (5-7)
ELKO ARPT: Runway 12-30 closed-construction. (7-30)
ELY ARPT: Construction on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)

NEVADA: LAS VEGAS-RADIO: July 1, DME at VOR site shut down. (8-19)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 40 mi at 12,000'. DME coverage 5°-30°, 35 mi at 12,000'; 30°-60°, 40 mi at 12,000'; 60°-160°, 30 mi at 12,000'; 160°-240°, 50 mi at 10,000'; 240°-5°, 40 mi at 12,000'. (5-6)
**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and runway lights no longer available. (6-23)
MORMON MESA-RADIO: DME coverage -65°-080°, 40 mi at 13,000'; 105°-115°, 40 mi at 13,000'; 115°-130°, 30 mi at 13,000'; 130°-140°, 40 mi at 13,000'; 270°-280°, 40 mi at 12,000'; 280°-340°, 30 mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 35 mi at 12,000'; 10°-35° and 45°-85°, 40 mi at 11,000'. DME coverage 45°-75°, 50 mi at 10,000'; 75°-110°, 30 mi at 12,000'; 110°-180°, 50 mi at 13,000'; 180°-200°, 30 mi at 13,000'; 200°-240°, 20 mi at 13,000'; 240°-280°, 40 mi at 11,000'; 280°-350°, 50 mi at 11,000'; 350°-45°, 40 mi at 12,000'. (5-7)
RENO ARPT: Rnwy 16-34 clsd-const., acft parked on S 3000'. (9-2)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 40 mi at 12,000'; 50°-80°, 35 mi at 12,000'; DME coverage 15°-160°, 30 mi at 12,000'; 160°-210°, 50 mi at 10,000'; 210°-250°, 30 mi at 12,000'; 250°-345°, 40 mi at 12,000'; 345°-15°, 50 mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 40 mi at 5000'; 350°-010°, 40 mi at 5000'; 010°-030°, 30 mi at 5000'; 030°-075°, 40 mi at 4000'; 075°-100°, 40 mi at 2500'; 100°-120°, 30 mi at 2000'. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)
NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 30 mi; 200°-60°, 25 mi at min en route alt. DME coverage 60°-270°, 30 mi at 2500'; 270°-330°, 20 mi at 4000'; 330°-60°, 30 mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

**MARLTON-MEDFORD ARPT: Lngst rnwy & facs: 25-*L4-S5-U. (3-10)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
**NEPTUNE TOWNHSIP-ASBURY PARK AIR TERMINAL ARPT: Formerly carried under Asbury Park, New Jersey. (6-25)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. Suggest confirm ADF overplot with associated FM.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhold open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts-mrkd. (7-28) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**RICHLAND-CAVOLI'S ARPT: No. of runways: 1. Lngst rnwy & facs: 26-*L4-S5. (3-8)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only.

NEW JERSEY: 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 40' boom adj all rnwys-days only. (7-6)
**TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod.(4-20) Fifty cents landing fee all acft. (8-18)
NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Arpt. (6-25) Closed. (8-26)
**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)
ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169-319° below 16,000'.
**ALBUQUERQUE-KIRTLAND AFB: 175' lgtd rdo twr erected 12 mi WSW (257°T) at lat 35-00-58; long. 106-49-37. Bldgs and p-lines lctd apch end Rnwy 21. Caution- lndg on Rnwy 21. Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5,000' rnwy may be avail for lndg.(9-3)
**ALBUQUERQUE-WEST MESA ARPT: 100' lgtd rdo twr erected 20 mi E (97°T) at lat 25--3-12; long. 106-21-00. (8-18) This corrects AIRGI Vol. 9, No. 11.
CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 50 mi at 10,000'. Coverage in Mexico not checked. (5-22)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
ROSWELL: Controlled firing and bombing area, 60 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad.
NEW YORK: **AMITYVILLE-ZAHNS ARPT: No. of rnwys: 2. Lngst rnwy & facs: h42-L4-S5-U-W. Fuel: F4. Chg rem to: P-line NNE. Rgt tfc E. (7-27)
BUFFALO-RADIO: DME coverage 40°-110°, 45 mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rn wy clsd ngts. (7-22)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New fld under const. Clsd to all acft.
**DANSVILLE ARPT: Weather reports no longer available. (7-13)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About Sept 28, SE course LF rng will be realigned from 313° to 308°. (8-20)
FARMINGDALE-REPU BLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: VOR coverage 50°-75°, 20 mi; 75°-50°, 30 mi at min en route alt.(4-29)
**ISLIP-MAC ARTHUR ARPT: All acft landing or taking off must be equip. with rdo rcvr. All acft cautioned not to use any of the turfed areas. (7-16)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MONTICELLO-SULLIVAN COUNTY ARPT: Closed Sept 7 thru Sept 13. Pole erected 350' SW of hangar. (9-3)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs. Mon. thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yes, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0° - 96° and 118° - 167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167° - 206°, 297°-0° and 96° - 118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)

(9-7-54)

NEW YORK: NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 5 mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N. J.

NEW YORK-FLUSHING ARPT: Caution - construction. Faving N/S rnwy-lnd to W.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower - highest arpt structure. Men and equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft.

NEW TORK-LA GUARDIA-RADIO: About Sept 28, NW course LF rng will be realigned from 129° to 131°. (8-20)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (Apch Ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt offls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal (5-27) Acft remain clear of striped area vicinity glide path shlter at Marine Terminal apron. (8-6) 35' crane optg 1000' W Rnwy 4-22, 1500' N Taxiway 4. Boom down durg hrs of darkness. (6-2)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 40 mi at min en route instr alt. DME coverage 265°-280°, 40 mi at 6000', 280°-310°, 40 mi at 4700'; 301°-10°, 40 mi at 4700'.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 50 mi at 5000'.

**POUGHKEEPSIE-DUTCHESS COUNTY ARPT: Rnwy lgts 6-24, operg on req only. (7-27)

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vicinity of T type hangars. Caution - taxiing in these areas. (1-24)

ROMULUS: Caution - hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const on apch to Rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 15-33 closed. (5-11)

SPRING VALLEY COUNTY ARPK: E/W Strip under const.

SYRACUSE-RADIO: VOR coverage 180°-220°, 40 mi at min en route alt. (4-29)

SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 4-32 not visible from twr. (6-8) Two 30' obstn lgtd poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)

WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from ctl tower. (2-1)

NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Touchdown point not available. (5-10) FLD: Ctl twr atop new Admin Bldg not attended. Watch old twr for light signals. (6-8)

**DURHAN-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 9 mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution-land on SE 50' of NE/SW strip/

ELIZABETH CITY-RADIO: DME coverage 120°-165°, 40 mi; 165°-265°, 30 mi; 265°-30°, 40 mi at min en route alt; 30°-120°, not checked.

**ERWIN ARPT: Closed - not maintained. (8-18)

**GASTONIA ARPT: Rnwy 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)

NORTH CAROLINA: **GREENSBORO-HIGH POINT ARPT: 200' (948' MSL) lgtd rdo twr erected 7 mi E (98° T) at lat 36-04-18, long. 79-48-17. Ctl twr moved from old twr cab to new twr structure lctd SE end Admin Bldg. Dirt taxi strip from ramp to Rnwy 32 closed.

GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177° T) at lat 35-34-15, long. 77-22-49. (6-20)

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)

RALEIGH-RADIO: DME coverage 120°-230°, 40 mi; 230°-310°, 30 mi' 310°-360°, 40 mi at min instr alt. (6-24)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)

**ROXBORO ARPT: Closed. (8-30)

**TARBORO ARPT: NE/SW strip avail. 2700' with unmrkd fence SW end. 80 oct. Daytime opern. (7-12)

**THOMASVILLE ARPT: Abandoned. (10-23)

**WALLACE ARPT: Abandoned. (5-24)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses.

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd - const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft.

★WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope resumed opern. Glide slope angle: 3°. Alt over OM 2200' MSL; over MM 1120' MSL. (9-1)

NORTH DAKOTA: BISMARCK-RADIO: DME coverage 196°-182°, 50 mi or more at min en route alt;;182°-196°, 40 mi or more at min en route alt. (8-24)

BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

DICKINSON-RADIO: DME coverage 165°-135°, 50 mi; 135°-165°, 40 mi at min en route alt.

FARGO-HECTOR FLD: Men-hvy equip. on E and NE portion of arpt-crossing rnwys occasionally. Bndry lgts inop. 165' (1072' MSL) lgtd twr erected 2.5 mi SSE (155° T) at lat 46-52-54., long. 96-47-16. 195' (1100' MSL) unlgtd grain elev erected 3 mi SSW (210° T) at lat 46-52-15, long. 96-50-40. (8-31)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5-6 mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 40 mi at min en route alt. (7-7)

**JAMESTOWN ARPT: Two lgtd twrs erected at following locations: 200' (2107' MSL) twr erected 27 mi E (265° T) at lat 46-53-24, long. 99-14-40; 270' (1845' MSL) twr erected 10 mi WSW (255° T) at lat 46-53-37, long. 98-54-00. (8-30)

**VALLEY CITY ARPT: 280' (1825' MSL) lgtd twr erected 8 mi SW (223° T) at lat 46-50-52, long. 98-08-45. (8-30) 1086' (2481' MSL) lgtd twr erected 14 mi NE (35° T) at lat 47-06-29, long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: LF rng N course displaced 3° W. (7-14)

AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

★CINCINNATI AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Sept 1, ARTC relctd to Weir Cook Mun Arpt., Indianapolis, Ind. Cincinnakti ARTC area becomes the Indianapolis ARTC area. Freq 119.7 mc at Cincinnati remotely controlled from Indianapolis. Concurrently 124.9 mc cmsnd at Indianapolis ARTC. (9-3) Rcvd too late for ANRA.

CINCINNATI-RADIO: DME coverage 60°-150°, 40 mi at min en route alt. (7-1)

CINCINNATI ARPT: S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-end tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After landing on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat, directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

OHIO: CLEVELAND-RADIO: VOR coverage 40 mi at min en route alt all azimuths. DME coverage 60°-100°, 50 mi at 2900'; 100°-145°, 40 mi at 2500'; 145°-170°, 50 mi at 2500'; 170°-190°, 40 mi at 2500' 190°-245°, 50 mi at 2500'; 245°-310°, 40 mi at 2000'; 310°-060°, not checked.

CLEVELAND-CUYAHOGA COUNTY ARPT: Caution - const E/W Taxiway - equip on fld.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to one mi and last 1/2 mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: Acft avoid clover leaf E end of arpt. Use new extension of Rnwy N of clover leaf. (9-4)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: DME coverage 150°-220°, 35 mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)

DAYTON ARPT-TOWER: About Sept 20, ILS lclzr and glide slope will be shut down until approx Sept 25 - antenna modernization. (8-16)

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.

**DAYTON-SOUTH DAYTON ARPT: Abandoned. (8-5)

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

GALLIPOLIS-HOLZER ARPT: Abandoned. (10-29)

HAMILTON ARPT: Caution - grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. RNwy lgtg cable trench area soft-wet.

**N. KINGSVILLE-STOUT ARPT: Name changed to Gardner Airpark. (7-27)

N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)

**PORT CLINTON-PENINSULAR ARPT: Name changed to Port Clinton Airport. E/W strip rough, lnd S half mowed area. Unicom avail. (7-27)

SOLON ARPT: S half of S Strip under construction - rough, do not use. (11-6)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

TOLEDO-RADIO: VOR Usable distance 25 mi at min en route alt. (7-7)

TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

**TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)

WATERVILLE-RADIO: VOR coverage 45 mi at min en route alt. DME coverage 120°-190°, 50 mi at 2500'; 190°-210°, 50 mi at 2200'; 210°-262°, 50 mi at 2000'; 262°-278°, 40 mi at 2000'; 278°-120°, 50 mi at 2000'. (4-29)

WILLOUGHBY-LOST NATION ARPT: Ctn - new E/W Rnwy under const. Equip on fld.

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 50 mi at 3000'; 80°-127°, 50 mi at 4000'; 127°-259°, 30 mi at 2600'; 259°-295°, 50 mi at 2600'; 295°-315°, 50 mi at 2500'; 315°-344° 50 mi at 2000'; 344°-010°, 40 mi at 2400'.

YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: **ALVA ARPT: 140' (1460'MSL) lgtd rdo twr erected 100' W of N/S Rnwy. (8-31)

ARDMORE-RADIO: DME coverage 30°-230°, 50 mi at 2300'; 230°-280°, 40 mi at 2300'; 280° - 340°, 50 mi at 2700; 340°-30°, 50 mi at 2700'. (6-10)

**ARDMORE ARPT 10, FTW-ICT: Airport will continue to be operated by city. (8-18)

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**HOLLIS ARPT: Abandoned.

OKLAHOMA CITY-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-14)

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3.5 mi SE is completed. (9-2)

OKLAHOMA: OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME at ILS glide slope site coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-24) FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement lctd on S portion of N/S Rnwy. (3-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

TULSA-RADIO: DME coverage 230°-250°, 40 mi at 2600'; 250°-330°, 50 mi at 2600'; 330° 360°, 50 mi at 2200'. (5-15) VOR has course displacement beyond tolerance in certain areas on NW quad. (8-26)

**TULSA ARPT: 1135' (2147'MSL) TV twr erected 10.5 mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs on following dates: Sept 12, Oct 10. (5-28)

BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000'; 125° lmtd 36 mi usable dist at 9000'; alt radial 140° lmtd to 37 mi usable dist at 9000'. (4-23)

**BEAVER MARSH ARPT SITE 73, RIV-DLS: Beacon changed to 36" double end, flashing alternately 6 clear and 6 green fpm. (8-27)

**CASCADE LOCKS, BCN SITE 4, PDX-SPO: Bcn changed from 6 to 12 fpm. Crs lgts remain unchanged. (8-27)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Oct 25 - modernization. (8-3)

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-125 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 40 mi at 10,500'; 275°-305°, 30 mi at 10,500'. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR and DME coverage 343°-134°, 50 mi at 10,000'; 134°-189°, 40 mi at 10,000'; 189°-255°, 40 mi at 8000'; 255-306°, 30 mi at 8000'; 306°-343°, 50 mi at 8000'.

MEDFORD ARPT-TOWER: VHF/DF steers unreliable 270°-360° below 10,000'; 360°-090° below 11,000'; 090°-270° below 11,500'. (8-11) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PENDLETON ARPT: Rnwy 7L-25R clsd-resurfacing. Rnwy will be cleared if wind conditions requre, after notification of twr. (8-6)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 40 mi at 8000'; 17°-60°, 40 mi at 7000'; 60°-86°, 30 mi at 7000'; 86°-152°, 50 mi at 7000'; 152°-178°, 50 mi at 4000'; 178°-188°, 50 mi at 5000'; 188°, 245°, 50 mi at 5500'; 245°-327,°, 50 mi at 5000'; 327°-337°,40 mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

PORTLAND-SKYLIFE ARPT: INACTIVE. Effect Oct 1, fld will be abandoned. (8-5)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY FLD-TOWER: ILS glide slope inop, acct interfering obst. (9-2) FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

(9-7-54)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 7 mi S (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

AMBLER-WINGS FLD: Rnwys 6/24, 18/36 clsd, re-surfacing. Turf E of 6/24 available lndgs with caution. (8-2)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 20 to 30 mi - due hvy interference from Lansing,Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

**CHESTER-BUCKMAN ARPT: Abandoned.

ERIE-RADIO: VOR usable dist 40 mi V-37 at 3000', 50 mi all other Victor Arwys, 40 mi at all other azimuths at min en route alt. (8-3) DME coverage 40 mi at min en route instr alt.

**GREENSBURG ARPT: Abandoned. (7-7)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 40 mi. VOR coverage 100° 140°, 30 mi; 140°-230°, 40 mi at min en route alt. DME coverage 50°-70°, 50 mi at 3500'; 70°-150°, 50 mi at 2500'; 150°-210°, 40 mi at 3000'; 210°-240°, 40 mi at 5500'; 240°-280°, 45 mi at 5500'; 280°-310°, 30 mi at 5600'; 310°-330°, 30 mi at 4000'; 330°-350°, 20 mi at 4000'; 350°-50°, 20 mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2.(5-6) Trench const 100' N and parallel to Rnwy 8-26, mrked day, ngt. (8-25)

HAZELTON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)

JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279'MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa., INSACS. Class: BVOR-DTV. (8-14)

**LEESPORT-MARELLO ARPT: New Field. Type: P. Lat 40-48; long. 75-56. Lctn: 2 NE. Elev: 570'. No. of rnwys: 2.Lngst rnwy & facs: 22-S3. Fuel: F1. Rem: N blkd;p-line E.

**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)

**MURDOCKSVILLE-SUNNYHILL ARPT: Abandoned. (10-25)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy.(4-27)

PHILADELPHIA-SPECIAL NOTICE: Avoid flying over playhouse and Robin Hood Dell in Fairmount Park 7 mi NNE Philadelphia Arpt, between 1330 and 2200. Music festivals.

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end Rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt im emerg. Artificial Lake 1/2 mi wide; 2 mi long off apch end Rnwys 22,27 and 30 changes appearance of arpt on apch. Unlgtd water twr under constr 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME coverage 70°-350°, 50 mi at 4000'; 350°-70°,50 mi at 4500'.

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: About Sept. 15, ILS lclzr, glide slope MM and OM will be shut down until approx Dec. 15 - rnwy const. (8-13) FLD: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const - N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line - extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwy 12-30 closed entire length. (7-16)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radius; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 30 mi at min en route alt. DME coverage 5°-100°, 40 mi at 4000'; 100°-120°, 30 mi at 4000'; 120°-150°, 20 mi at 4000'; 150°-180°, 30 mi at 3500'; 180°-215°, 40 mi at 3500'; 215°-255°, 40 mi at 4000'; 255°-305°, 30 mi at 4000'; 305°-335°, 40 mi at 4000'; 335°-005°, 30 mi at 4000'.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

PENNSYLVANIA: WELLSBORO-GRAND CANYON ARPT: Caution, const. Men and equip on fld.

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

WILLIAMSPORT ARPT: Do not use Rnwy 10-28. (6-22)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Construction equip. on fld. No crash or communication facs. Not safe to land. (7-30)

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40; long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 9 mi NE (43°T) at lat. 32-47-53; long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 270° thru 0° to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' twr erected 5 mi N (180°T) at lat 34-16-13; long. 79-43-39. (8-6)

★GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 5 mi of rnwy. (4-14) Sept 1, twr/stn cmsnd as combined fac. FLD: Rnwys 18, 27, 23 observe right turn patterns. (9-1)

**GREENVILLE-JONES UNIVERSITY ARPT: Abandoned. (10-27)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SPARTANBURG-RADIO: Combined stn/twr will assume 24-hr abbreviated wea observational duties, following report will be transmitted: Ceiling, sky condition, visibility, wea, obstn to vision, wind, altimeter setting and remarks. (8-19)

**SPARTANBURG MEMORIAL ARPT: Rnwy 4-22 now 5200' and has hi-intensity lgts. (8-26)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11; long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch. (6-23)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**MILLER ARPT: 24'' clear beacon rotating 12 rpm in opern. (7-6)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

SISSETON ARPT: Rotating beacon inoperative. (8-11)

**YANKTON ARPT: New NE/SW Rnwy under const. (10-12) Two Strips. Longest rnwy & facilities: 39-B*L4-S5. (8-18)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations agains the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (5-25)

TENNESSEE: BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to Fld. About Sept 27, ILS glide slope will be shut down for approx 3 weeks - installation new equip.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of I F rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service until Sept 1 - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (7-7)

CROSSVILLE ARPT, SITE 9A: Caution- const. E end of ENE/WSW Strip. (9-6)

**ELIZABETHTON-CARDEN ARPT: Abandoned. (8-2)

JACKSON-RADIO: VOR usable along Green Arwy # 5 toward Nashville. Other course have excessive roughness. DME coverage 120°-140°, 30 mi; 140°-290°, 20 mi; 290°-310°, 30 mi; 310°-120°, 40 mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 40 mi at min en route alt. DME coverage 50 mi at min en route alt in all azimuths xcpt 190°-200°, 40 mi; 200°-230°, 30 mi; 230°-260°, 40 mi. (6-17)

NASHVILLE-RADIO: VOR has light course roughness between 70° and 120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°-270°, 40 mi. (6-15)

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 11.5 mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15) Construction - new 60' tfc ctl twr being erected 830' Nof NW end Rnwy 15-33 and 970' W Rnwy 2L-20R. Lgtd. (5-10)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage 20°-100°, 50 mi at 3000'; 100°-195°, 50 mi at 4000'; 195°-215°, 40 mi at 4000'; 215°-20°, 50 mi at 4000'. (6-21)

AMARILLO ARPT-TOWER: About Sept 22, ILS lclzr will be shut down until approx Oct 2; glide slope until approx Nov. 1. (9-4)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

**ARLINGTON-PULLEY ARPT: Abandoned. (8-13)

AUSTIN-RADIO: DME coverage 360°-110°, 50 mi at 2000'; 110°-220°, 50 mi at 2500'; 220°-250°, 50 mi at 3000'; 250°-330°, 50 mi at 3500'; coverage over Danger Area 343, 330°-360° not certified. (6-10)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DME coverage 20°-130°, 50 mi at 4000'; 130°-190°, 40 mi at 4000'; 190°-260°, 50 mi at 4500'; 260°-350°, 50 mi at 5000'; 350°-20°, 50 mi at 4500'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd - const. (1-28)

BRYAN AFB-RADIO: USAF UHF/DF trng status only. (6-14)

CHILDRESS-RADIO: VOR radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 30 mi at 2000'; 95°-110°, 40 mi at 2000'; 110°-135°, 40 mi at 1600'; 135°-165°, 40 mi at 2000'; 165°-315°, 50 mi at 2000'.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 140°-250°, 50 mi at 9000'; 250°-265°, 40 mi at 7500'; 265°-280°, 50 mi at 8000'; 280°-340°, 40 mi at 10,800'; 340°-140°, 50 mi at 7500'.

**DALHART ARPT: Use runways. Only Rnwys 17-35 and 3-21 lgtd. (6-24)

★DALLAS-RADIO: DME coverage 50 mi in all quads at 2200'. Correct VOR lat 32-53-29, long. 96-41-26. (8-20)

**DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Oct. 1. FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12

TEXAS: DALLAS-LOVE FLD: Exten const SE end Rnwy 13-31. Rnwy may be clsd short period. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs., men and equip. on fld - lgtd ngts. Two ILS glide path bldgs lctd 1000 and 2000 feet NW end Rnwy 13; 400' SW of center of rnwy. - unlgtd. (6-2)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

EL PASO-RADIO: DME coverage 010°-100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240°-265°, 40 mi at 8500'; 265°-300°, 30 mi at 10,000'; 300°-320°, 50 mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500 above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04, and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Sept. 1, neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equip. on fld daylight hrs. (8-3)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 8 mi. SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)

★GALVESTON-RADIO: VOR variation changed from 8° to 9°. (8-19)

GULF OF MEXICO OFF MATAGORDO ISALDN; Air to ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat 28-17-00, long. 96-32-00.

**HARLINGEN (NEW) MUN ARPT: New fld approx 3 mi WNW at lat 26-12-16, long. 97-45-12. Elev: 43' MSL. Rnwys: 15-33, 3650' paved; 18-36, 3000' sod; 8-26, 2500' sod. 80' p-line 400' S Rnwy 15-33. 80-91 oct daylgt hrs. (9-1)

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

**HOUSTON ARPT: 978' (1049' MSL) lgtd TV twr erected 13 mi (247° T) at lat 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy.

HUDSPETH-RADIO: DME coverage 50°-80°, 50 mi at 8500'; 80°-260°, 50 mi at 9000'; 260°-290°, 50 mi at 8000'; 290°-030°, 50 mi at 9000'; 30°-50°, 50 mi at 10,800'. (6-23)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

LUFKIN-RADIO: DME coverage 125°-145°, 50 mi at 1500'; 145°-280°, 40 mi at 1500'; 280°-305°, 40 mi at 1700'; 305°-315°, 30 mi at 1700'; 315°-335°, 40 mi at 1700'; 335°-015°, 40 mi at 2000'; 15°-60°, 40 mi at 1700'; 60°-125°, 40 mi at 1500'. (6-22)

**LUFKIN ARPT: Abandoned. (8-5)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)

MIDLAND-RADIO: DME coverage 40°-70°, 50 mi at 4000'; 70°-260°, 50 mi at 4500'; 260°-40°, 50 mi at 5000'. (6-30)

MIDLAND AIR TERMINAL-TOWER: About Sept 22, ILS glide slope will be shut down until approx Nov. 1. (9-4)

MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2)

MINERAL WELLS-RADIO: DME coverage 95°-180°, 50 mi at 2500'; 180°-230°, 50 mi at 3000'; 230°-260°, 40 mi at 3000'; 260°-350°, 50 mi at 3000'; 350°-95°, 40 mi at 2500'.

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

**PORT LAVACA-PEIKERT ARPT: New fld. Type: L. Lctd at lat 28-36, long. 96-39; 1.5 mi SW. Elev: 17'. Two strips, longest 1800. (9-29)

POTEET ARPT: Closed - construction. (11-20)

QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)

**REDFORD ARPT: Abandoned. (8-24)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)

TEXAS: ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage; 45°-250°, 50 mi at 9000'; 250°-290°, 50 mi at 8500'; 290°-015°, 50 mi at 9000'; 015°-045°, 30 mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unrel below 4500' MSL in all quads. (12-22)
SAN ANTONIO-RANDOPLH AFB-RADIO: USAF LF rng ngd- checked only. (10-23)
SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)
**SAN MARCOS-THOMPSON FLD: Abandoned. (7-19)
**SEADRIFT ARPT-Abandoned. (8-31)
SHERMAN-PERRIN AFB-RADIO: USAF VHF/DF unreliable below 3000'. (2-19)
SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 15 mi WSW of Texarkana LF rng.
VICTORIA-COUNTY ARPT: Lgtd oil well derrick erected 350' from centerline of any rnwy.
WACO-RADIO: DME coverage 190°-290°, 40 mi at 2300'; 290°-190°, 50 mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-KICKAPOO ARPT: 10' oil wells-one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd-const., mrkd.
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs- usable for taxiway only. (8-4)
UTAH: BRYCE CANYON-RADIO: DME coverage 330°-350°, 50 mi at 13,500'; 350°-330°, 50 mi at 13,000'. (4-28) VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 40 mi at 11,000'. DME coverage 20°-40°, 50 mi at 13,000'; 40°-90°, 30 mi at 13,000'; 90°-170°, 50 mi at 13,000'; 170°-230°, 50 mi at 9000'; 230°-20°, 50 mi at 11,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 40 mi at 10,000'; 172°-190°, 30 mi at 13,000'.
MILFORD-RADIO: VOR coverage 20°-140°, 25 mi; 235°-330°, 40 mi at min en route alt. DME coverage 40°-120°, 20 mi at 13,000'; 120°-160°, 50 mi at 13,000'; 160°-210°, 50 mi at 10,000'; 210°-230°, 50 mi at 12,000'; 230°-310°, 50 mi at 12,000'; 310°-355°, 50 mi at 11,000'; 355°-40°, 50 mi at 13,000'. (5-12)
OGDEN-RADIO: VOR coverage 5°-120°, 35 mi at 11,000'. DME coverage 360°-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000'. (4-16)
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scallpping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'; 35 mi at 11,000'. DME coverage 20°-140°, 20 mi at 13,000'; 140°-180°, 50 mi at 12,000'; 180°-235°, 40 mi at 12,000'; 235°-340°, 50 mi at 9000'; 340°-20°, 30 mi at 12,000'. (5-10) About Sept. 20, LF rng, Z mrkr and voice on 227 kc will be shut down until approx Sept. 25, - modification. (8-27)
SALT LAKE CITY ARPT- TOWER: About Sept. 20, apch ctl on 227 kc will be shut down until approx Sept. 25- modification. (8-27)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat. W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 160°-220°, 50 mi at 11,000'; 220°-295°, 50 mi at 12,000'; 295°-350°, 40 mi at 12,000'; 350°-160°, 50 mi at 9000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Area Comm(Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed-obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi. (1-15)
BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8) Rnwy 15-33 closed to all tfc during daylgt hrs except jets and scheduled 4 eng acft Sept 7 thru Sept. 20. (9-3)
VIRGINIA: **ALEXANDRIA-BEACON FLD: Fld is open-notam closing fld in error. (7-2)
**BRISTOL ARPT: Abandoned. (8-2)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
**DELTAVILLE-BERRYVILLE ARPT: Abandoned. (6-24)
**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy
VIRGINIA: and facs: 30-BL2, 4-S5-U. 80, 91 oct. This corrects Airgi Vol.9, No. 7, dated June 15. (7-8)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010° 40 mi at 4000'.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 40 mi at 1500'; 75°-85°, 35 mi at 1500'; 85°-130°, 40 mi at 1500'; 130°-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 25 mi at min en route instr alt. (5-20)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop. ngts.
MONTEBELLO-RADIO: DME coverage 210°-90°, 50 mi at 6000'; 90°-150°, 50 mi at 3000'; 150°-180°, 40 mi at 3000'; 180°-210°, 40 mi at 5000'. (7-6) VOR coverage 110°-220°, 40 mi at min en route alt. (7-13)
NORFOLK-RADIO: Visual courses VAR slightly rough. ASR PPI apchs unavail. to rnwy 22, 31 and 13. (8-6)
PULASKI-RADIO: VOR coverage 305°-15°, 25 mi; 15°-55° and 195°-210°, 40 mi at min instr alt. DME coverage 10°-40°, 40 mi at 6000'; 40°-120°, 50 mi at 6000'; 120°-200°, 40 mi at 6000'; 200°-225°, 30 mi at 6000'; 225°-255°, 50 mi at 6000'; 255°-010°, 30 mi at 6000'.
RICHMOND-BYRD ARPT-TOWER: ILS LOM usable dist 15 mi during normal atmospheric conditions. (7-19) FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
**SHENANDOAH ARPT: Abandoned. (8-4)
WASHINGTON: SPECIAL NOTICE: Unmrkd-p-lines across coves in Puget Sound area, lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About Sept. 14, Roche Harbor FM will be perm discontd. (8-10)
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
**CHEHALIS-CO.-CITY ARPT: 180' lgtd twr erected 1 mi NE. (8-25)
**CONCRETE ARPT: Reinstated: Type: L. Lat 48-31-45, long. 121-46-00. Elev: 260. Lctn: 0.8 mi SW. No. of rnwys: 1. Lngst rnwy & facs: 21. Remarks: Rgt tfc W. Mtns N, S.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 30 mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 30 mi at 5500'; 175°-260°, 50 mi at 10,000'; 260°-290°, 50 mi at 8000'; 290°-40°, 30 mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 350°-124°, 50 mi at 5000'; 124°-209°, unknown prohibited area; 209°-227°, 50 mi at 7000'; 227°-280°, 40 mi at 8000'; 280°-340°, 30 mi at 5000'; 340°-350°, 40 mi at 5000'.
**ESPANOLA BCN SITE 22, SEA-HLN: Beacon changed to 12 clear fpm. No change in crs lgt characteristics. (8-27)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025-098° below 9000' due terrain limitations.
HOQUIAM-RADIO: DME coverage 35°-50°, 50 mi at 3500'; 50°-155°, 50 mi at 7000'; 155°-35°, 50 mi at 5000'. (5-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000'(MSL) lgtd TV twr erected 7 mi NE (63°T) at lat. 47-28-43, long. 122-32-32. (7-26)
**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (2-9)
SEATTLE-BOEING FLD-TOWER: About Sept 15, ILS OM and LOM will be shut down until approx Sept 30- modernization. (9-3) FLD: All daylight VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Light gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward tower. Heavy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.

WASHINGTON: SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 50 mi at 7000'; 152°-224°, 50 mi at 5000'; 224°-264°, 50 mi at 6000'; 264°-36°, 50 mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20) USAF VHF/DF opers 0700-2300 Mon-Fri; 0700-1100 Sat; trng status. (5-27)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr.
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of center line of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 30 mi at 3000'; 270°-330°, 30 mi at 2500'. Moderate roughness all azimuths. (3-16) DME at VOR site shut down. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 5.2 mi WNW (275°T) at lat. 38-22-36; long 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. (9-10). DME coverage 35°-95°, 50 mi at 6800'; 95°-120°, 40 mi at 6800'; 120°-165°, 30 mi at 6800'; 165°-195°, 40 mi at 6800'; 195°-220°, 50 mi at 6800'; 220°-35°, 50 mi at 5000'. (7-1)
ELKINS ARPT: Taxiway clsd for maint from ramp to end Rnwy 31, approx 50' left side taxiway from intsxn to ramp-very ruf. (8-2)
MARTINSBURG-RADIO: DME coverage 50°-95°, 40 mi at 2500'; 95°-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)
MARTINSBURG ARPT: Glider flying-peak activity expected on weekends and holidays. Serv fac avail 0800 until sunset. (9-6)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .5° in excess of tolerance from azimuth angles 95° thru 125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220° thru 245°. (8-10)
**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chamber of Commerce.
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36'' rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.
**LONE ROCK ARPT 15, CHI-MPS: Aug 17 Intermediate fld perm discontd. (8-23)
MADISON-TRUAZ FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand over-head appchs at 2300' MSL. (3-30) Overrun lgts S end Rnwy 18-36 inop. (9-1)
**MARSHFIELD ARPT: New NW/SE Rnwy 2800' hard surfaced and soft shoulders. E/W Rnwy 2600' long,dirt. N E/SW Rnwy perm closed giving arpt only 2 rnwys. (8-31)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 40 mi; 200°-190°, 50 mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 26, VHF/DF recmsnd, not flgt-checked at combined stn/twr. (8-5) Freq 118.5 mc changed to 124.9 mc. ASR cmsnd.(9-3) FLD: Rnwy 13-31 clsd. Rnwy 6-24 clsd 0700-1700. (8-10)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE Strip. Men and equip. on fld. (6-22)
WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)
WAUKESHA-COUNTY ARPT: Caution-E/W Strip under const. Men and equip. on fld. (7-6)
WYOMING: CASPER-RADIO: About Sept 14, ILS will be shut down until approx Sept 24 - modernization. (8-25) ILS glide slope has moderate to severe path roughness above 7300' and beyond 7 mi. Not to be used for auto. pilot apchs.
WYOMING: CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10°-120°, 7300'; 120°-180°, 7500'; 180°-280°, 11,000'; 280°-325°, 10,500'; 325°-340°, 9000'; 340°-010°, 7500'.(5-5)
CHEYENNE-ARPT-TOWER: July 1, ILS shut down until approx Oct. 1 - rnwy construction.
CHEYENNE ARPT: Clsd to transient jet acft till approx Oct. 1, except in emergencies.
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 360°-155°, 50 mi at 11,000'; 155°-225°, 40 mi at 15,000'; 225°-300°, 30 mi at 15,000'; 300°-360°, 50 mi at 11,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
**LINGLE ARPT: Abandoned. (7-16)
ROCK RIVER-RADIO: DME coverage 360°-40°, 50 mi at 11,000'; 40°-110°, 50 mi at 11,300'; 110°-160°,50 mi at 11,000'; 160°-230°, 50 mi at 15,000'; 230°-360°, 50 mi at 12,000'. (7-20)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd - marked. (3-18)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Sept. 7, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.

(9-7-54)

Revisions to Instrument Approach Procedures

NOTICE: Starting with Vol 9 #11, (8-10-54) the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. Below are the ones contained in this issue. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less- 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2 engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED / REMARKS
1	2	3	4	5	6	7	8	9	10	11
SHREVEPORT, LA Downtown Airport 179 SF-RAZ-DTV - SHV Procedure No. 1 Amendment M-6 Supersedes Amdt. RM-5 dated 7-6-52 Effective date: 10, 9, 54	Shreveport VOR	159 14.0	1700	*E side of NW crs 326 - outbnd 146 - inbnd 1700'-within 10 mi (NA beyond 10 mi)	1200	152 1.8	Two engine or less T-dn	300-1	300-1	Within 1.8 miles climb to 1500' on S crs. (172) within 25 miles. *Turn non-standard due ATC. No weather or communication available at this airport. Caution: 480' MSL TV tower located 1.6 miles south of airport. Air Carrier Notes: Air Carriers NA use of this procedure.
	Dixie MHW (final)	146 10.0	1100				C-d	500-1	600-1	
							C-n	500-1.5	600-1.5	
							A-dn	NA	NA	
	MAJOR CHANGES: Deletes reference to Dixie FM. Raises final approach altitude from Dixie MHW to 1100'. Raises final approach altitude over SHV LFR to 1200'. Revises ceiling minimums for 4-engine aircraft and for 2-engine aircraft over 75 mph stall. Adds caution note.						More than 2- engine T-dn		300-1	
							C-dn		600-1.5	
							A-dn		NA	

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

BERLIN, N. H. Berlin Municipal Airport 1158 MHW - BML Procedure No. 1 Effective date: 9/28/54 Amendment No. 2 Supersedes amendment No. 1 dated 4, 1, 54	North Conway MHW	012 38.0	*8000	E side of crs 351 - outbnd 171 - inbnd *5000'-within 10 mi Non-standard procedure turn to the E to avoid high terrain to the west.	3500	Facility on arpt.	All types of aircraft T-d	2300-2	2300-2	Within 0.0 miles immediately make a right turn, climb to 5000' on crs of 351° within 10 miles of Berlin "H" facility. *Items 4 and 5 shuttle from 8000' to 5000' on track of 351° from facility within 10 miles all turns to the east. IFR-Climb Out Procedure: Climb north of facility shuttle on crs of 351° from facility within 10 miles all turns to the east, proceed on course of 8000'. Facility must be monitored aurally during this procedure. Air Carrier Notes: Operations specifications paragraphs 26, 27, and 28 not applicable.
							C-d	2300-2	2300-2	
							A	NA	NA	
	MAJOR CHANGES: Procedure published for public use. Transition altitude from North Conway reduced to 8,000'. Facility owned and operated by State of New Hampshire.									
SHREVEPORT, LA. Greater Shreveport Arpt. Procedure No. 1 Effective date: 4-23/53	PROCEDURE CANCELLED effective date: 10/9/54									

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

SHREVEPORT, LA. Downtown - 179' BVOR - SHV Procedure No. 1 Amendment M-2 Supersedes Amdt. RM-1 dated 7-6-52 Effective date: 10/9/54	Shreveport LFR	339 14.0	1700	*E side of crs 339 - outbnd 159 - inbnd 1700'- within 10 mi (NA beyond 10 mi)	1200	158 16.0	2- engine or less T-dn	300-1	300-1	Climb to 1500' on crs of 164° within 25 miles. *Turn non-standard due ATC. No weather or communications available at this airport. Air Carrier Notes: Air carriers not authorized use of this procedure. Caution: 480' MSL TV tower located 1.6 miles South of airport.
							C-d	1000-1	1000-1	
							C-n	1000-1.5	1000-1.5	
							A-dn	NA	NA	
	MAJOR CHANGES: Raises altitude and limits. Procedure turn to 10 miles. Raises altitude over SHV VOR on final. Changes missed approach course. Add caution note.						More than 2- engine T-dn		300-1	
							C-dn		1000-1.5	
							S-18 d		1000-1	
							n		1000-1.5	
							A-dn	NA	NA	

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN ALT.	PROCEDURE TURN ( ) SIDE OF FINAL APCH. CRS (OUTBND AND INBND) ALTITUDES, LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
SHREVEPORT, LA. Greater Shreveport Airport 251' ILS - SHV LOM - SH ILS & ADF Procedure No. 1 Amendment M-3 Supersedes Amdt. ILS M-2 4-23-53 & ADF M-1 4-23-53 Effective date. 10/9/54	Shreveport LFR	LOM	227 8.0	1500	W side of NW crs 315 - outbnd 135 - inbnd 1400'- within 10 mi	ILS 1400 ADF over LOM 900	1400 4.3	455 0.6	2- engine or less T-dn	300-1	300-1	Climb to 1400' on SE crs ILS. 4.3 miles after passing LOM (ADF) climb to 1400' on crs. of 135°. When directed by ATC climb to 1500' intercept & proceed SW on SW crs. BAD LFR or climb to 1500' on crs. of 200° from VOR. Within 25 miles *400-0.75 reqd. when G/S not utilized.
	Shreveport VOR	OM	163 19.0	1700					C-dn	400-1	500-1	
	Dixie MHW	LOM	182 14.0	1600					S-13	*	*	
									ILS-dn	200-0.5	200-0.5	
	Int W crs LFR & NW	LOM	135	1400					ADF-dn	400-1	400-1	
	ILS (final)		8.0						More than 2 - engine			
	Forbing Int.	LOM	315 12.0	1400					T-dn		200-0.5	
									C-dn		500-1.5	
	Int 349° crs to SHV	OM	315	1400					S-dn			
	VOR & SE crs ILS		8.0						13			
	Int. 087° crs to SHV VOR	OM	135	1400					ILS	*	200-0.5	
	& NW crs ILS		25.0						ADF		400-1	
									All aircraft			
	MAJOR CHANGES: Raises transition altitudes from SHV VOR, SHV LFR, Revises Int. of SHV VOR and SE crs of ILS. Lowers final app. altitude over LOM and ADF procedure.								A-dn			
									ILS		600-2	
									ADF		800-2	
TYLER, TEXAS Pounds Field 544 ILS - TYR LOM - TY ILS -ADF Procedure No. 1 Effective date: 10/9/54	Tyler- LFR	LOM	313 3.5	1600	W side NW crs 308 - outbnd 126- inbnd 1800'-within 10 mi (NA beyond 10 mi)	ILS 1800 ADF 1300 over LOM	1800 5.3	720 0.7	2- engine or less T-dn	300-1	300-1	Climb to 2000' on SE crs ILS. Within 5.3 miles after passing LOM (ADF) climb to 2000' on crs. 126°within 25 miles. Notes: * 400-0.75 required when G/S not utilized. No approach lights.
									C-dn	400-1	500-1	
									S-13	*	*	
									ILS	*	*	
									dn	300-0.75	300-0.75	
									ADF			
									dn	400-1	400-1	
									More than 2 - engine			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-13	NA	NA	
									All aircraft			
									A-dn			
									ILS	600-2		
									ADF	800-2		

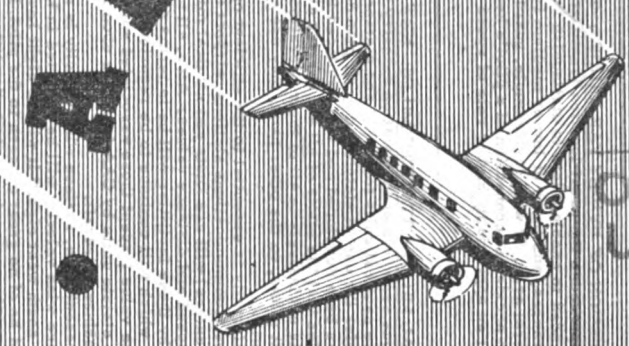
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (9-7-54)

SPECIAL NOTICE
Changes in Instrument Approach Procedure Minimums. See p. 20

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See page 2

SPECIAL NOTICE
California ADIZ Designation Effective October 1, 1954
See page 22

AIRMAN'S GUIDE



OHIO STATE UNIVERSITY
OCT 19 1954
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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 19

NOTICES TO AIRMEN Page 2

VOL. 9, NO. 14 .. SEPTEMBER 21, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.1 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

(9-21-54)

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

✓ SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

✓ INSTRUMENT APPROACH PROCEDURES TO BE SOLD ON SPECIAL SUBSCRIPTION BASIS: Because of a demand for instrument approach information prior to publication in the Airman's Guide or Federal Register, the CAA has made arrangements for the issuance and distribution of individual copies of these procedures on a subscription basis to be delivered once each week. The annual subscription rate has been set at $125.00 per year. For each additional copy mailed to the same address, the annual subscription price will be $25.00. Checks should be made payable to the Treasurer of the United States and mailed to: Sales and Distribution Division, Room 6227, Commerce Department, Washington 25, D.C.

✓ CHANGES IN INSTRUMENT APPROACH PROCEDURES MINIMUMS: Starting with Volume 9, Number 11 dated August 10, 1954, the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. Further details may be found in the note preceding the Instrument Approach Procedures on page 20 of this issue. However, all users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

✓ FLIGHTS INTO REMOTE AREAS OF CANADA: Information received by the Office of Aviation Safety indicated that U.S. pilots are disregarding fundamental safety considerations when flying into or over the remote areas of Canada. The chief safety considerations being transgressed by U.S. pilots are: Failure to carry proper emergency equipment, failure to file a flight plan, failure to notify proper authorities of any changes, and failure to close flight plans.

Prior to commencing a flight into unsettled territory, U.S. pilots should obtain advice and information on the emergency equipment and flight procedures from the nearest office of the Department of Transport, Civil Aviation Division. The addresses are:

District Superintendent
Air Regulations, 401 Winch Building
Vancouver, B.C.

District Superintendent
Air Regulations, 260 Richmond St., W.
Toronto, Ontario

District Superintendent
Air Regulations, 320 Blowey
Henry Building
Edmonton, Alberta

District Superintendent
Air Regulations, Trans-Atlantic Building
Montreal Airport, Dorval, P. Q.

District Superintendent
Air Regulations 612 Power Building
Winnipeg, Manitoba

District Superintendent
Air Regulations, P.O. Box 42,
Moncton, N. B.

Particulars given should include name of pilot and number of passengers, registration markings and type of aircraft, radio equipment carried, point of intended entry, itinerary and point of intended departure.

✓ DANGER AREA AMENDMENTS: The following Danger Area Amendment shall be become effective on October 7, 1954:

AMENDMENT NO. 91 to PART 608-DANGER AREAS

A danger area to be known as the Mamainse Point, Ontario, Canada, danger area has been recommended by the AirCoordinating Committe, Airspace Subcommittee. This danger area lies partly in Canada and partly in the United States and will have the following over-all description: From latitude 47°16'00", longitude 84°48'00"; thence to latitude 47°20'00", longitude 84°44'00"; thence to latitude 47°14'55", longitude 84°31'30"; thence to latitude 46°52'30", longitude 84°51'30"; thence to latitude 46°48'50", longitude 84°54'15"; thence to latitude 46°54'00", longitude 85°07'00"; thence to latitude 46°58'15", longitude 85°03'30"; thence along an arc 25,000 yds radius centered at latitude 47°03'10", longitude 84°46'00"; thence to the point of beginning.

That portion of the danger area lying within Canada will be designated by the Canadian Government. That portion of the area lying within the United States, is hereby designated as the Camp Lucas, Michigan danger area (Mamainse Point, Ontario, Canada) and will include all the airspace described below:

In Section 608.30 a Camp Lucas, Michigan area, (Mamainse Point, Ontario, Canada) (D-467) is added to read: Name: Camp Lucas, Michigan (Mamainse Point, Ontario, Canada). Description: Beginning at latitude 46°52'30", longitude 84°51'30"; thence to latitude 46°48'50", longitude 84°54'15"; thence to latitude 46°54'00", longitude 85°07'00"; thence to latitude 46°58'15", longitude 85°03'30"; thence to the point of beginning. Altitudes: Surface to 45,000 feet MSL. Using Agency: Camp Lucas, Michigan.

✓ LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

AHZ	Natchez, Miss., REP (change from NTZ)
BKH	Mana, Kauai, T. H., Bonham AFB (name change)
EVM	Eveleth, Minn., Virginia Airport (assignment)
LHD	Lake Hood (Anchorage), Alaska (assignment)
LNR	Lone Rock, Wis., REP (change from Int. Field)
MPZ	Minneapolis, Kans., Radiobeacon (assignment)
OAB	Falmouth, Mass., Otis Radiobeacon (assignment)
RKI	Rock Island (Wenatchee), Wash. (assignment)
RMY	Aguadilla, P. R., Ramey Radiobeacon (assignment)
SXZ	Slide Mountain, Nev. (deletion)
TLX	Toledo, Ohio, Express Airport (Assignment)
EA	Empress, Alta. (assignment)
OV	Oakville, Man. (assignment)
WS	Wesleyville, Nfld. (assignment)

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective October 12, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Green Civil Airway No. 2, is amended to read in part:		
Buffalo, N. Y. (LFR)	East Pembroke (Int), N.Y.	1,900
East Pembroke (Int), N.Y.	Rush (Int), N.Y.	2,100
Rush (Int), N.Y.	Rochester, N.Y. (LFR)	2,000
(2) Amber Civil Airway No. 7, is amended to read in part:		
Woodstock (Int), Conn.	Bedford, Mass. (LF/RBN)	2,400
Bedford, Mass. (LF/RBN)	Boston, Mass. (LFR)	1,700
(3) Red Civil Airway No. 63, is amended to delete:		
Jackson, Mich.	Salem, Mich. (VAR)	2,500
Salem, Mich. (VAR)	Warren (Int), Mich.	2,700
(4) Red Civil Airway No. 63, is amended to read in part:		
Battle Creek, Mich. (LFR)	Jackson, Mich. (LF/RBN)	2,300
(5) Blue Civil Airway No. 15, is amended to read in part:		
Akron, Ohio (ILS/LOM)	Alliance (Int), Ohio	2,300
Alliance (Int), Ohio	Hubbard, Ohio (LF/RBN)	3,000
(6) Blue Civil Airway No.62, is amended to read in part:		
Detroit, Mich. (LFR)	White Lake (Int), Mich.	2,500
White Lake (Int), Mich.	Flint, Mich. (ILS/LOM)	2,200
(7) Blue Civil Airway No. 63, is amended by adding:		
Laconia, N.H. (LF/RBN)	North Conway, N.H. (LF/RBN)	6,000
North Conway, N.H. (LF/RBN)	Berlin, NH (LF/RBN)	8,000
(8) VOR Civil Airway No. 4, is amended to read in part:		
Kansas City, Mo. (VOR) via N alter.	*Tina (Int), Mo. via N alter.	**3,000
*Tina (Int), Mo. via N alter.	Columbia, Mo. (VOR) via N alter.	**4,900
*4,900'- minimum reception altitude		
**2,400'- minimum terrain clearance altitude		
(9) VOR Civil Airway No. 12, is amended to read in part:		
Kansas City, Mo. (VOR) via N alter.	*Tina (Int), Mo. via N alter.	**3,100
*Tina (Int), Mo. via N alter.	Columbia, Mo. (VOR) via N alter.	**4,900
*4,900' - Minimum reception altitude		
**2,400'- Minimum terrain clearance altitude		
Dayton, Ohio (VOR)	Columbus, Ohio (VOR)	2,400

From	To	Min Alt.
Dayton, Ohio (VOR)	Columbus, Ohio (VOR)	2,500
Via N alter.	Via N alter.	
(10) VOR Civil Airway No. 10, is amended to read in part:		
Kansas City, Mo. (VOR)	*Tina (Int), Mo.	
Via S alter.	Via S alter.	**3,100
*Tina (Int), Mo.	Kirksville, Mo. (VOR)	
Via S alter.	Via S alter.	**3,100
*4,900' - Minimum reception altitude		
**2,400' - Minimum terrain clearance altitude		
Bradford, Ill. (VOR)	Leonore (Int), Ill.	
Via S alter.	Via S alter.	*3,200
*2,000' - Minimum terrain clearance altitude		
Leonore (Int), Ill.	Naperville, Ill. (VOR)	
Via S alter.	Via S alter.	2,000
(11) VOR Civil Airway No. 30, is amended by adding:		
Idlewild, N.Y. (VOR)	*Patchogue (Int), N.Y.	**2,000
*2,000' - Minimum reception altitude		
**1,500' - Minimum terrain clearance altitude		
Patchogue (Int), N.Y.	*Mastic (Int), N.Y.	**4,000
*4,000' - Minimum reception altitude		
**1,500' - Minimum terrain clearance altitude		
(12) VOR Civil Airway No. 47, is amended to read in part:		
Cincinnati, Ohio (VOR)	Dayton, Ohio (VOR)	
Via W alter.	Via W alter.	2,500
(13) VOR Civil Airway No. 50, is amended to read in part:		
Kirksville, Mo. (VOR)	Warren (Int), Mo.	
Via S alter.	Via S alter	2,500
*2,000' - Minimum terrain clearance altitude		
Warren (Int), Mo.	Quincy, Ill. (VOR)	
Via S alter.	Via S alter.	2,000
(14) VOR Civil Airway No. 78, is amended by adding:		
Watertown, S.Dak. (VOR)	Madison (Int), Minn.	*3,700
*3,300' - Minimum terrain clearance altitude		
Madison (Int), Minn.	Litchfield (Int), Minn.	*6,600
*3,000' - Minimum terrain clearance altitude		
Litchfield (Int), Minn.	Buffalo (Int.), Minn.	*3,000
*2,300' - Minimum terrain clearance altitude		
Buffalo (Int), Minn.	Minneapolis, Minn. (VOR)	2,600
(15) VOR Civil Airway No. 91, is amended to read in part:		
Syosset (Int), N.Y.	Wilton, Conn. (VOR)	1,600
(16) VOR Civil Airway No. 116, is amended by adding:		
Kansas City, Mo. (VOR)	*Tina (Int), Mo.	**3,100
*4,900' - Minimum reception altitude		
**2,400' - Minimum terrain clearance altitude		
Tina (Int), Mo.	*Excello (Int), Mo.	**5,000
*5,000' - Minimum reception altitude		
**2,000' - Minimum terrain clearance altitude		
Excello (Int), Mo.	Warren (Int), Mo.	*2,500
*2,000' - Minimum terrain clearance altitude		
Warren (Int), Mo.	Quincy, Ill. (VOR)	2,000
Quincy, Ill. (VOR)	Peoria (Int), Ill.	*8,000
*2,000' - Minimum terrain clearance altitude		
Peoria, Ill. (LFR)	Naperville, Ill. (VOR)	2,000
Naperville, Ill. (VOR)	South Bend, Ind. (VOR)	2,300
South Bend, Ind. (VOR)	Union (Int), Ind.	2,000
Union (Int), Ind.	Litchfield, Mich. (VOR)	2,400
South Bend, Ind. (VOR)	Litchfield, Mich. (VOR)	
Via N alter.	Via N alter.	2,400
Litchfield, Mich. (VOR)	Detroit, Mich. (VOR)	2,400
Litchfield, Mich. (VOR)	Int. 062° mag rad. Litchfield, Mich. (VOR) & 279° mag rad. Detroit, Mich. (VOR)	
	Via N alter.	2,400
Int. 062° mag rad. Litchfield, Mich. (VOR) & 279° mag rad. Detroit, Mich. (VOR)	Detroit, Mich. (VOR)	
Via N alter.	Via N alter.	*3,000
*2,500' - Minimum terrain clearance altitude		
Detroit, Mich. (VOR)	*Maidstone (Int), Ont. Can.	**2,300
*Maidstone (Int), Ont. Can.	Erie, Pa. (VOR)	**2,300

From	To	Min Alt.
*3,700' - Minimum reception altitude		
**For that airspace over U. S. Territory		
(17) VOR Civil Airway No. 166, is added tor ead:		
Martinsburg, W. Va. (VOR)	Parkton, (Int), Md.	4,000
(18) VOR Civil Airway No. 167, is added to read:		
*Point Pleasant (Int), N.J.	Idlewild, N.Y. (VOR)	**2,500
*2,500' - Minimum reception altitude		
**1,500' - Minimum terrain clearance altitude		
Idlewild, N.Y. (VOR)	*Syosset (Int), N.Y.	**2,000
*2,000' - Minimum reception altitude		
**1,500' - Minimum terrain clearance altitude		
Syosset (Int), N.Y.	Bridgeport, Conn. (VOR)	*2,000
*1,500' - Minimum terrain clearance altitude		
Bridgeport, Conn. (VOR)	Hartford, Conn. (VOR)	2,000

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONES, AND REPORTING POINT AMENDMENTS: Effective 0001 EST, October 12, 1954, unless otherwise advised these are amended in whole or in part as follows:

(1) Blue civil airway No. 36 is amended by changing caption to read: (Akron, Colo. to Kimball, Nebr.) From the Akron, Colo., radio range station to the intersection of the north course of the Akron, Colo., radio range and the east course of the Cheyenne, Nebr., radio range." (Note: Above deletes portion of Blue 36 from Ranch intersection to Akron rng stn).

(2) VOR civil airway No. 4 (Seattle, Wash. to Washington, D.C.), is amended by deleting that portion which read: "via the intersection of the Kansas City omnirange 076° true and the Columbia omnirange 291° true radials, " and substituting the following in lieu thereof: via the intersection of the Kansas City omnirange 076° true and the Columbia omnirange 292° true radials."

(3) VOR civil airway No. 10 (Pueblo, Colo., to New York, N.Y.) is amended by deleting the portion which reads: "via the intersection of the Kansas City Omnirange 076° true and the Kirksville omnirange 227° true radials;" and substituting the following in lieu thereof: "via the intersection of the Kansas City omnirange 076° true and the Kirksville omnirange 225° true radials."

(4) VOR civil airway No. 12 (Palmdale, Calif., to Philadelphia, Pa.), is amended by changing all after the Anthony, Kans., omnirange station to read; "Anthony, Kans., omnirange stn, including a north alternate via the intersection of the Anthony omnirange 030° true and the Wichita omnirange 253° true radials and also a south alternate via the intersection of the Anthony omnirange 078° true and the Wichita omnirange 194° true radials; Emporia, Kans. omnirange station, including a north alternate via the intersection of the Wichita omnirange 046° true and the Emporia omnirange 259° true radials; Kansas City, Mo., omnirange station, including north alternate; Columbia, Mo., omnirange station, including a south alternate and also a north alternate via the intersection of the Kansas City omnirange 076° true and the Columbia omnirange 292° true radials; St. Louis, Mo., omnirange station, including a north and a south alternate; Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 050° true and the Vandalia omnirange 279° true radials; Terre Haute, Ind. omnirange station including a north alternate; Indianapolis, Ind., omnirange station, including a north alternate; Dayton, Ohio, omnirange station, including a north alternate; Columbia, Ohio, omnirange station, including a north alternate via the intersection of the Dayton omnirange 060° true and the Columbus omnirange 281° true radials; Wheeling, W. Va., omnirange station; Pittsburgh, Pa., omnirange station; Harrisburg, Pa., omnirange station to the West Chester, Pa., omnirange station, including a north alternate via the intersection of the Harrisburg omnirange 086° true and the West Chester omnirange 304° true radials."

(5) VOR civil airway No. 24, (Aberdeen, S. Dak., to Redwood Falls, Minn.) is amended to read: "From the Aberdeen, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a north alternate; to the Redwood Falls, Minn., omnirange station, including a north alternate via the intersection of the Watertown omnirange 085° true and the Redwood Falls omnirange 305° true radials."

(6) VOR civil airway No. 30 (Milwaukee, Wis., to New York, N.Y.) is amended to read: "From the Milwaukee, Wis., omnirange station via the Pullman, Mich., omnirange station, including a south alternate; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirng station, intersection of the Waterville omnirange 111° true radial and the west course of the Wellington, Ohio, VAR station; Wellington, Ohio, VAR station; intersection of the east course of the Wellington, Ohio, VAR station and the Youngstown omnirange 250° true radial; Youngstown, Ohio, omnirange station; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station to the point of intersection of the Allentown omnirange 088° true and the Wilton, Conn., omnirange 233° true radials. From the Idlewild, N.Y., omnirange station to the point of intersection of the Idlewild omnirange 082° true and the Riverhead, N.Y., omnirange 180° true radials."

(7) VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.) is amended by changing

all before the Findlay, Ohio, omnirange station to read: "From the Louisville, Ky., omnirng station via the intersection of the Louisville omnirange 356° true and the Cincinnati omnirng 241° true radials; Cincinnati, Ohio omnirange station; Dayton, Ohio omnirange station, including a west alternate via the intersection of the Cincinnati omnirange 004° true and the Dayton omnirange 227° true radials; Findlay, Ohio omnirange station, including a west alternate."

(8) VOR civil airway No. 50 (St. Joseph, Mo., to Peoria, Ill.) is amended to read: "From the St. Joseph, Mo., omnirange station via the Kirksville, Mo., omnirange station; Quincy, Ill., omnirange station, including a south alternate via the intersection of the Kirksville omnirng 121° true and the Quincy omnirange 258° true radials; to the point of intersection of the Pontiac, Ill., omnirange 258° true and the Bradford, Ill., omnirange 188° true radials."

(9) VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Texas) is amended by changing all before the Roswell, N. Mex., omnirange station to read: " That airspace over United States territory from the Albuquerque, N. Mex., omnirange station via the Corona, N. Mex., omnirange station, including a north alternate via the intersection of the Albuquerque omnirange 103° true and the Corona omnirange 328° true radials and also a south alternate via the intersection of the Albuquerque omnirange 169° true and the Corona omnirange 272° true radials; Roswell, N. Mex., omnirange station, including a north alternate."

(10) VOR civil airway No. 78 (Huron, S. Dak., to Minneapolis, Minn.) is amended to read: "From the Huron, S. Dak., omnirange station via the Watertown, S. Dak., omnirange station, including a south alternate; to the Minneapolis, Minn., omnirange station."

(11) VOR civil airway No. 91 (New York, N.Y., to Plattsburg, N.Y.) is amended to read: "From the Idlewild, N.Y., omnirange station via the point of intersection of the Idlewild omnirange 042° true and the Wilton omnirange 185° true; Wilton, Conn., omnirange station; Poughkeepsie, N.Y., omnirange station; Albany, N.Y., omnirange station to the Plattsburg, N.Y., omnirange station."

(12) VOR civil airway No. 116, is amended by changing the caption to read: (Kansas City, Mo., to New York, N.Y.) and by changing all before the Litchfield, Mich., omnirange station to read: " From the Kansas City, Mo., omnirange station via the Quincy, Ill., omnirange stn to the point of intersection of the Quincy omnirange 055° true and the Bradford, Ill., omnirng 188° true radials. From the Peoria, Ill., radio range station via a point at latitude 41°10'00" north, longitude 88°57'00" west; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station; Litchfield, Mich., omnirange station, including a north alternate;"

(13) VOR civil airway No. 140 is amended by chaning the caption to read: (Tulsa, Okla., to New York, N.Y.) and by changing all before the Corbin, KY., VAR station to read: "From the Tulsa, Okla., omnirange station via the Fayetteville, Ark., omnirange station; Flippin, Ark., omnirange station; Walnute Ridge, Ark., omnirange statin; Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 059° true radial and the Corbin VAR west aural course; Corbin, Ky., VAR station."

(14) VOR civil airway No. 166 (Martinsburg, W. Va., to Philadelphia, Pa.) is added to read "From the Martinsburg, W. Va., omnirange station to the West Chester, Pa., omnirange station."

(15) VOR civil airway No. 167 (New York, N.Y. to Hartford, Conn.) is added to read: "From the point of intersection of the Colts Neck, N.J., omnirange 151° true and the Idlewild omnirange 195° true radials via the Idlewild, N.Y., omnirange station to the Hartford, Conn., omnirange station."

CONTROL AREA EXTENSIONS: (1) (Winslow, Ariz.) is amended to read: "Within 5 miles either side of the north and south courses of the Winslow radio range extending from the radio range station to points 25 miles north and south, and within 5 miles either side of the 314° and 134° true radials of the Winslow omnirange extending from the omnirange station to points 25 miles northwest and southeast."

(2) (Greenville, Miss.) is added to read: "That airspace within a 25 mile radius of the Greenville, Miss., AFB radio range station."

CONTROL AREAS: (1) VOR Civil Airway No. 116 (Kansas City, Mo., to New York, N.Y) is amended to read: "All of VOR civil airway No. 116, including north alternates."

(2) VOR Civil Airway No. 140 (Tulsa, Okla., to New York, N.Y.) is amended to read: "All of VOR civil airway No. 140.".

(3) VOR Civil Airway No. 166 (Martinsburg, W. Va., to Philadelphia, Pa.) is added to read: "All of VOR civil airway No. 166."

(4) VOR Civil airway No. 167 (New York, N.Y. to Hartford, Conn.) is added to read: "All of VOR civil airway No. 167."

CONTROL ZONES: (1) Five Mile Radius Zone) is amended by adding the following airport: Greensville, Miss, Greenville AFB.

(2) (Fort Worth, Texas) is amended by changing the portion on the north course of the radio range to read: "within 2 miles either side of the Fort Worth radio range extending from the radio range station to a point 10 miles north" in lieu of "to the Haslet fan marker."

REPORTING POINTS: (1) Red civil airway No. 14 (Lone Rock, Wis., to Louisville, Ky.) is amended by deleting the following reporting point: "the intersection of a line bearing 52° true from the Lafayette, Ind., non-directional radio beacon and the northwest course of the Indianapolis, Ind., radio range."

(2) (Domestic VOR reporting points) is amended by adding the following reporting point: "Gore intersection: the intersection of the Culberson, Texas omnirange 012° true and the Salt Flat, Texas., omnirange 085° true radials."

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established:

(1) HOPKINS INTERSECTION - the intersection of the 338° magnetic radial of the Vero Beach, Florida, VOR and the 130° magnetic radial of the Orlando, Florida VOR.

(2) ARETZ, IND., INTERSECTION - the intersection of the northwest course of the Indianapolis, Indiana, LF radio range and 050° magnetic bearing from the Lafayette, Indiana radio beacon.

(3) WAVERLY INTERSECTION - intersection of Flat Rock, Va., VOR 139° magnetic radial with Norfolk, Va., VAR west course.

(4) HUDSON INTERSECTION - the intersection of Gardner, Massachusetts, VOR 074° magnetic radial with Concord, New Hampshire, VOR direct radial to Boston, Massachusetts, VOR.

(5) LAKE MOHAVE INTERSECTION (VHF)-intersection of the 142° radial magnetic of the Las Vegas, Nev., VOR and the 053° radial magnetic of the Daggett, Calif. VOR.

(6) EAST SCRANTON INTERSECTION -Formed by the realigned LaGuardia LFR northwest course with Wilkes-Barre-Scranton LFR northeast course.

(7) MEADOWBROOK INTERSECTION - formed by the realigned LaGuardia LFR northwest course with Teterboro ILS northeast (back) course.

(8) YONKERS INTERSECTION - formed by the realigned LaGuardia LFR northwest course with Newark LFR northeast course.

(9) RIDGEWOOD INTERSECTION - formed by the realigned LaGuardia LFR northwest course with Poughkeepsie LFR southwest course.

(10) CLAREVILLE INTERSECTION -intersection of the NW crs of the Corpus Christi LF rng and the SW crs of Navy Chase (Beeville) LFR.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide as indicated below:

(1) Correct Volume 9, Number 8 dated June 29, 1954-Page 4 - MEA's Item 12. Change Blue civil airway No. 35, to read: Red Civil Airway No. 35.

(2) Correct Volume 9, Number 13 dated September 7, 1954, Page 27 - MEA's Item 17- Change Grove (Int), Pa., to read: Grover (Int), Pa.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 22. Monroe, Louisiana change CAA telephone number to: 2-6560.
(2) Page 23, under North Carolina, change Charlotte WB telephone number to: EX-9-1019.
(3) Page 25, under Texas, change San Antonio CAA telephone number to: CApitol 6-4661.
(4) Page 21, under Arizona, change Yuma CAA telephone number to: SU-3-4501.

AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albuquerque	Shreveport	WAC 408
Corpus Christi	Dallas-Ft. Worth Local	WAC 409
Del Rio	WAC 135	WAC 469

A new edition (or new chart) for the charts listed is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Charlotte	9-9-54	Winston-Salem	9-8-54	WAC 357		9-8-54
Jacksonville	9-10-54	Washington Local	9-8-54	WAC 358		9-10-54

Instrument Flight Charts

released since August 30, 1954

AL 19 RNG-1 Amarillo Air Terminal
AL 40 RNG Ryan Airport
AL 53 RNG Blythe (CAA Site 21)
AL 104 RNG Daggett (CAA Site 13)
AL 113 RNG Delta Airport
AL 150 RNG McGuire AFB
AL 425 RNG Traverse City Airport
AL 582 RNG Seattle-Tacoma Int'l Airport
AL 662 RNG-1 McCarran Field
RF/VOR 5, 7
RF U.S. Check List
RF Terminal Area- Atlanta, Cincinnati, Kansas City, Los Angeles, Pittsburg, Washington
RF Terminal Area - Wichita-Hutchinson

AL 67 ILS Lockheed Air Terminal
AL 516 ILS Raleigh-Durham Airport
AL 519 ILS Arcata Airport
AL 114 ADF-1 Stapleton Field
AL 882 ADF Siskiyou County Airport
AL 548 VOR Santa Fe Airport (New)
AL 960 VOR Rohnerville Airport
OP 627 General Carl A. Spaatz Field

✓ ADDITONAL ON-REQUEST REPORTING POINTS: Effective immediately the following on request reporting points are established or re-described:

(1) SNAPPER INTERSECTION - intersection of 013° magnetic radial of West Palm Beach, Florida and 042° magnetic radial of Vero Beach, Florida VOR. Minimum reception altitude 8000 feet.

(2) LENORE, ILL. INTERSECTION - intersection 332° magnetic radial Pontiac VOR and 225°magnetic Naperville (VOR)

(3) EXCELLO, MO., INTERSECTION - direct radial between Kansas City, Mo. and Quincy, Ill. and direct radial between Kirksville, Mo. and Columbia, Mo. (VOR)

(4) WARREN, MO., INTERSECTION - direct radial between Kansas City, Mo. and Quincy, Ill and 114° magnetic radial of Kirksville, Mo. (VOR)

REDESCRIBED:

(1) TINA INTERSECTION - direct radial between Kansas City, Mo (VOR) and Quincy, Ill., (VOR) and 219° magnetic radial Kirksville, Mo. (VOR)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV twr erected 7 mi SSE (158°T) at lat 33-29-06; long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course unusable within 15 mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT: 150' temp twr erected adj to fld at lat 33-30-12, long. 86-45-12. (2-13) Caution, tfc operg in area from 165° clockwise thru 235° not visible from ctl twr to distance of 4 miles. (4-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
**HOLT BCN SITE 60, FTW-ATL: Bcn site discontd. (9-14)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.

ALABAMA: **MOBILE-BATES ARPT: 313' (574'MSL) lgtd rdo relay twr erected 49 mi NNW (350°T) at lat 31-23-18; long. 88-22-14. (7-9) 326' (516'MSL) lgtd rdo relay twr erected 30 mi NE (25°T) at lat 31-05-36; long. 88-01-51. (7-10) 231' (461'MSL) rdo twr erected 26.5 mi E (80°T) at lat 30-45-20; long. 84-47-31. (8-27)
MONTGOMERY-RADIO: DME coverage 130°-230°, 40 mi at 1500'. (5-20)
**MONTGOMERY-DANNELLY FLD: 823' (1483'MSL) lgtd twr erected 20 mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300° - 080° below 7000' beyond 40 mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 40 mi at 12,000'; 210°-245°, 40 mi at 11,000'.
★DOUGLAS-RADIO: Sept 15, VOR freq chgd from 112.9 mc to 112.6 mc.
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 30 to 35 mi on 247° radial and at 35 to 40 mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 50 mi at 10,000'; 50°-90°, 50 mi at 5000'; 90°-180°, 50 mi at 7000'; 180°-215°, 50 mi at 4000'; 215°-235°, 50 mi at 6000'; 235°-255° 40 mi at 6000'; 255°-270°, 50 mi at 6000'; 270°-325°, 50 mi at 8000'. (7-15)
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 40 mi at 10,000'; 135°-145° and 165°-185° usable dist 45 mi at 10,000'.
TUCSON-RADIO: Only VOR arwy radials flgt-checked. Coverage lmtd to 40 mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 30 mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 mi in quads containing inbound headings of 150-210° and 245-275°; rng 50 mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 mi; unreliable at min en route alts all quads. UHF/DF, inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: FAYETTEVILLE ARPT: Men and equip. on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 50 mi in all quads.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
★BAKERSFIELD-KERN COUNTY ARPT-TOWER: Effect. Sept 26, twr hrs of opern will be 0600-2200. (9-3)
BLYTHE-RADIO: DME coverage 165°-188°, 45 mi at 7000'; 180°-200°, 30 mi at 6000'; 200°-220°, 45 mi at 6000'; 220°-293°, 50 mi at 9000'; 293°-310°, 30 mi at 9000'; 310°-327°, 40 mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 25 mi; 350°-90°, 30 mi at 7000'; 50 mi at 8000'. (9-15)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 mi. (4-14)
**ESCONDIDO ARPT: Abandoned. (9-1)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution-use at own risk. (5-29)
★FILLMORE-RADIO: Sept 16, VOR cmsnd. Freq: 112.5 mc. Ident: FIM. Lctd at lat 34-21-24; long. 118-52-49. Variation: 15° 45'. Elev: 219'. Class: VORW. DME cmsnd at same site. VOR and DME coverage 320°-355°, 40 mi at 11,000'; 280°-320°, 30 mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

CALIFORNIA: FORTUNA-RADIO: VOR has light to moderate scalloping beyond 30 mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 50 mi at 3000'; 350°-10°, 50 mi at 8000'; 10°-30°, 50 mi at 9000'; 30°-120°, 40 mi at 9000'; 120°-150°, 40 mi at 6500'; 150°-335°, over water, not checked. (6-16) Soon, DME at VOR site will be discontd.
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)
GASQUET ARPT: N side of strip clsd - const.
KLAMATH-McBETH FLD: Closed - high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 50 mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
**LONG BEACH ARPT: 135' lgtd temp oil derrick erected 2500' W Rnwy 16R and 850' N Rnwy 25L. (9-3) North lndg mat closed to all opern - rough and hazardous. (4-9) Two 175' lgtd oil derricks - one 1500' W and 1500' N Rnwy 25R; one 1500' N Rnwy 25L, 1500' S Rnwy 25R and 2500' W Rnwy 16R. (8-23)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT-TOWER: ILS on Rnwy 25L inoper; ILS on Rnwy 25R will be oper, but radar monitored apchs not avail until approx Sept 23. (8-16) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas.
NEEDLES-RADIO: VOR 40 mi coverage from 5°-15° and 190°-205° at 8000', and 50° radial at 10,000'.
NEEDLES ARPT 25A, LAX-AMA: No fuel until about Nov. 1. (9-17)
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 2 mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 40 mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 50 mi at 6000'; 120°-175°, 50 mi at 5000'; 175°-280°, 50 mi at 4000'; 280°-290°, 40 mi at 4000'; 290°-305°, 50 mi at 4000'; 305°-340°, 50 mi at 6000'; 340°-350°, 40 mi at 6000'; 350°-030°, 20 mi at 4000'; 30°-60°, 30 mi at 5000'; 60°-80°, 40 mi at 5000'.
OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)
ONTARIO-RADIO: DME coverage 0°-90°, 50 mi at 13,000'; 90°-135°, 50 mi at 9000'; 135°-150°, 30 mi at 7000'; 150°-200°, 20 mi at 7000'; 200°-280°, 40 mi at 7000'; 280°-300°, 50 mi at 9000'; 300°-330°, 50 mi at 13,000'; 330°-350°, 30 mi at 13,000'; 350°-0°, 40 mi at 13,000'.
ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26)
PALMDALE-RADIO: VOR coverage 120°-150°, 40 mi at 10,000'; 150°-180°, 40 mi at 9000'.
**PALM SPRINGS ARPT: Rnwy lgts now operating automatically on perm schedule. (7-2)
**PALO ALTO ARPT: Old rnwys clsd. New NNE/SSW 2500' strip open. Tfc pat to N Right turn. Pattern alt: 800'. (9-8)
PASO ROBLES-RADIO: DME coverage 315°-45°, 50 mi at 7000'; 45°-105°, 50 mi at 5000'; 105°-125°, 50 mi at 6000'; 125°-190°, 50 mi at 5000'; 190°-220°, 50 mi at 6000'; 220°-235°, 40 mi at 6000'; 235°-245°, 30 mi at 6000'; 245°-270°, 40 mi at 6000'; 270°-315°, 50 mi at 5000'. (6-15)
PORTERVILLE ARPT: Electric Ear controlling lights, inop.
RED BLUFF-RADIO: DME coverage 180°-208°, 30 mi at 9000'; 208°-217°, 30 mi at 10,000'; 217°-235°, 40 mi at 10,000'; 235°-360°, 50 mi at 10,000'. (6-14)
RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (7-28)
**ROSEMEAD-PASADENA-ROSEMEAD ARPT: Name changed to Fletcher Arpt. (8-9)
SACRAMENTO-RADIO: VOR usable dist 245°-260°, 45 mi at 3000'. (6-1) DME coverage 10°-100°, 50 mi at 9000'.
**SACRAMENTO-HANNAM ARPT: Abandoned. (8-20)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 40 mi at min instr alt. DME coverage 20°-44°, 30 mi at 7000'; 44°-49°, 20 mi at 7000'; 49°-90°, 30 mi at 7000'; 90°-130°, 50 mi at 7000'; 130°-145°, 30 mi at 7000'; 145°-153°, 20 mi at 7000'; 153°-180°, 30 mi at 7000'; 180°-225°, 50 mi at 7000'; 225°-300°, 50 mi at 5000'; 300°-20°, 50 mi at 7000'. (5-27)
**SAN CARLOS ARPT: Reinstated. Type: P. Lat 37-31; long. 122-15. Lctn: 1 NNE. Elev: 6' No. of rnwys: 1. Lngst rnwy & facs: 24-S1-80,87 oct. Rem: Levee S. (6-8)
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and

CALIFORNIA: radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 20 mi at 5000'; 30°-85°, 30 mi at 7000'; 85°-100°, 40 mi at 7000'; 100°-120°, 50 mi at 7000'; 120°-160°, 50 mi at 6000'; 160°-180°, 30 mi at 5000'; 180°-225°, 20 mi at 5000'; 225°-265°, 30 mi at 5000'; 265°-345°, 50 mi at 5000'; 345°-010°, 40 mi at 4000'. (6-5)
★SAN FRANCISCO ARPT-TOWER: Sept 16, ILS LMM freq 203 kc changed to 201 kc. About Sept 27, ASR will be shut down for approx 6 weeks - modernization and move to new twr. FLD: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump 5'' rise in 75' developed across rnwy 10L-28R, 3000' from W end rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA ANA-ORANGE COUNTY ARPT: Men and equip. Rnwy 3-21, daylgt hrs. (8-20)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 30 mi at 9000'; 30°-45°, 40 mi at 9000'; 45°-80°, 50 mi at 9000'; 80°-95°, 40 mi at 4000'; 95°-110°, 50 mi at 4000'; 110°-260°, not checked; 260°-325°, 50 mi at 7000'. (6-28) VOR shut down until approx Sept 27 - modification. (8-26)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on Rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 40 mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)
**WILLIAMS-DALTON ARPT: Type: P. Elev: 68. Lat/long. 39-09-30; 122-07-45. Lctn: 1.3 mi NE. No. of rnwys: 1. Lngst rnwy & facs: 25-S5. Fuel: F2. Chg remarks to: P-line S. Use gravel strip wet wea.
COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Beacon inoperative. (9-14)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
GRANBY ARPT: Closed.
KREMMLING ARPT: Closed - construction. Emergency lndg of lgt acft may be made on N shoulder of E half of rnwy. (7-27)
PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.
**PUEBLO #1 ARPT: Abandoned. (6-29)
**PUEBLO #2 ARPT: Name changed to Pueblo Memorial Airport. (9-17)
**STERLING-LOGAN CO. ARPT: 746' lgtd TV twr erected 7 mi ENE (72° T) at lat 40-38-05, long. 103-08-15. (9-15)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld ocassionally clsd by standard marker.
WILTON-RADIO: DME coverage 015°-050°, 50 mi at 2500'; 050°-180°, 50 mi at 2000'; 180°-270°, 50 mi at 2500'; 270°-285°, 40 mi at 3000'; 285°-320°, 50 mi at 3000'; 320°-360°, 40 mi at 3000'; 360°-015°, 40 mi at 2500'. VOR has minor bends in SW quad out to 20 mi.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 5 to 10 mi from stn; 20 to 25 mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 30 mi; 90°-180°, 25 mi; 180°-265°, 20 mi. LF rng has auto voice ident on test basis. (8-10)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.
**DELAND ARPT: 331' (366' MSL) lgtd rdo twr erected 3 mi S (192°T) at lat 29-00-58; long. 81-17-10. (9-4)
FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18)
**FORT PIERCE-ANGLE FLD: Abandoned. (8-9)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 5 mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
**IMMOKALEE INT FLD, 13, TPA-MIA: Only E/W Rnwy lgtd nights. (9-16)
★JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) Sept 13, DME at VOR site flgt-checked and cmsnd. DME and VOR coverage 40 mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)
KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (9-2)
★MELBOURNE-RADIO: Correct LF rng lat 28-08-18, long. 80-33-45. (9-9)
**MELBOURNE-EAU GALLIE ARPT: 212' (233' MSL) lgtd rdo twr erected 5.8 mi WSW (247°T) at lat 28-03-57; long. 80-43-15. (9-10)
MIAMI: Flights thru D-169 prohibited below 25,000'-days.
MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 40 mi at min en route alt.
ORLANDO ARPT: Rnwy 28R-10L closed for takeoff and lndgs. (8-17)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 mi.(9-4)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
**PERRY-FOLEY ARPT: UNICOM (122.8mc) not available. (7-2)
ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)
**SEBRING ARPT: Abandoned. (8-3)
**STUART-WITHAM ARPT: 187' (195' MSL) lgtd rdo twr erected 18.5 SE (155°T) at lat. 26-56-04; long. 80-06-33. (9-10)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
TAMPA INTERNATIONAL ARPT-TOWER: Sept. 13, ILS lclzr and glide slope shut down for approx 3 weeks - installing new monitor equip.
VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 40 mi at 1500' at all azimuths. (8-6)
**WARRINGTON-BAYOU ARPT: Perm closed. (8-24)
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 40 mi at 1500' at all azimuths. (8-6)
WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549'(MSL) lgtd TV twr erected 15.5 mi N (3°T) at lat. 26-49-07; long. 80-04-30. (8-12)
**ZEPHYRHILLS ARPT: 201' (278' MSL) lgtd rdo twr erected 8 mi N (348°T) at lat.28-20-16; long. 82-11-25. (9-10)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 40 mi. Moderate course roughness exists on and adjacent to following courses:20°,85°,205°,279°,320° from stn.(6-5)

GEORGIA: ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 mi.
ALMA-RADIO: DME and VOR coverage 40 mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 20 mi of stn.
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 6.8 mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
**BAINBRIDGE-COMMODORE DECATUR ARPT: 264' (377'MSL) lgtd rdo twr erected 3.5 mi E (90°T) at lat 30-54-25; long. 84-33-02. (9-10)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.(7-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
**BRUNSWICK-McKINNON ARPT: UNICOM (122.8 mc) available. (7-29)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness. (6-30)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 mi in all quads. (9-13)
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: DME usable dist at min en route alt 40 mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (8-4)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.
SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn. (6-29)
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: Aug 31, ILS shut down until approx Oct 15- modernization. (8-31)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 30 mi at min terrain clearance alt. (4-16) July 1, DME at VOR site shut down. (7-2)
DANIELS, BCN SITE 10, SLC-GTF: Soon bcn site will be discontd. (8-23)
FISH LAKE USFS ARPT: Closed - repairs. (7-12)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 40 mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 40 mi at 12,000' MSL. (7-9)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 35 mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution.(9-3)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 mi. NW,SW and SE courses unreliable beyond 35 mi due to splits and bends. NE course unreliable beyond 65 mi. (3-17)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop.(7-23)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 16.5 mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
**CHATSWORTH ARPT: Closed. No facilities-arpt unattended. (9-13)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 40 mi and 110°-250°, 45 mi. DME coverage 151°-285°, 40 mi at 2000'. About Oct 1, VOR will be shut down until approx Oct 15 - modernization. (9-10)
**CHICAGO-MEIGS FLD: 2-way rdo rqrd ngts. (6-21) Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 mph, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 mph and/or gusts above 20 mph, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 mph, clsd to all acft. Equip E side of rnwy. (6-14)

ILLINOIS: CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft many portion of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

**DANVILLE ARPT: Closed-unsafe for landing. (8-2)

**ELGIN ARPT: New hrs of opern: Mon, Wed thru Fri 1200-sunset; Sat and Sun 0700-Sunset. No svcg avail. Tuesdays. Rnwy lgts discontd. (7-7)

**FLORA ARPT: Abandoned. (6-22)

**GRAYMONT-CARROLL ARPT: Closed. No services avail. - unattended. (8-6)

KEWANEE ARPT: Arpt under construction - Strip being resurfaced - ridges of dirt on both sides. (8-11)

**LACON-MARSHALL COUNTY ARPT: N/S Rnwy 17-0' x 50' hard surface. Shoulders rough.

MARION AIRPARK: Closed. (7-12)

NAPERVILLE-RADIO: Sept. 13, VOR shut down for modernization.

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)

**TAYLORVILLE ARPT: 2200' N/S Rnwy hard surface. Soft shoulders-caution. Serv: S5. Fuel: Fe. (7-16)

**WOODSTOCK ARPT: Rgt tfc W. (6-15)

INDIANA: AUBURN ARPT: 856' (1723'MSL) TV twr lctd 3.5 mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)

CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

DYER-TRIANGLE ARPT: E/W Strip clsd - const.

EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF rng twrs lctd 5.7 mi N no longer obst lgtd. (7-7)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' daylgt operns, 6200--ngt operns. 1600' ext. not lgtd. (6-18)

FORT WAYNE-SMITH FLD: Caution - constr. all rnwys. Clsd ngts. (6-30)

GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)

GOSHEN-RADIO: DME coverage 16°-145°, 40 mi at 2300'; 172°-310°, 40 mi at 2100'.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBS. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C.

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxi-way from SE hangar to the turning ramp. (8-13)

LA PORTE: Ground demolition in progress approx 8 mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the danger area approx 5 mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.

★SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to six mi from stn. Effect, Sept 26, twr hrs of opern will be 0700-2300. (9-10)

TERRE HAUTE-HULMAN FLD: SE taxiway clsd from SE apch end to intsxn NE/SW rnwy. NE/SW Rnwy clsd-const. NE taxiway clsd. (9-16)

TILDEN-RADIO: See Indianapolis, Ind.

**WARSAW-MEMORIAL ARPT: 220' twr lctd 3 mi S dismantled. (9-13)

IOWA: BURLINGTON: Demolition approx 4 mi SW. Explosions every 30 mins daily 0800-1700 xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12. (10-29)

IOWA: INDEPENDENCE ARPT: N/S strip closed. (4-9)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)

**SHENANDOAH ARPT: Rnwy lgts and bcn operg sunset -sunrise. (8-16)

SIOUX CITY-RADIO: DME coverage 77°-103°, 40 mi 172°-244°, 30 mi at min en route alt.

SIOUX CITY ARPT: Due to non-visivility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 7 mi ENE (68°T) at lat. 42-34-27; long. 96-22-11. (7-14)

WATERLOO-RADIO: VOR operg on test basis. Freq: 116.4 mc. Ident: ALO. Lctd at lat 42-33-24, long. 92-23-45. Monitoring category (3). Class: VORW. (9-14)

KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

DODGE CITY-RADIO: July 1, DME at VOR site shut down.

**EL DORADO ARPT: 198'(1600'MSL) lgtd guyed twr erected 2 mi N (15°T) at lat 37-48-26; long. 96-48-00. (6-24)

**FORT SCOTT ARPT: 205' rdo twr will be erected 3 mi E (80°T) at lat. 37-48-42; long. 94-42-39. (7-9)

GREAT BEND ARPT: 1006' TV twr under const 6.5 mi NE (46°T) at lat 38-25-54, long. 98-46-24. (9-17) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (9-15)

✈HUTCHINSON ARPT-TOWER: Sept 21, trans & rcvr 236.2 mc cmsnd. Trans & rcvr 257.8 mc temp decmsnd until approx Nov 15. (9-21)

KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd 1200' N of S end N/S Rnwy oper daylgt hrs only. Barrier chains lctd alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (7-2)

PARSONS: Demoliton approx 9 mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)

RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-1)

SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 mi on inbound headings 160°-230° due to interference Ponca City, Okla H fac. (3-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)

ULYSSES ARPT: All strip lgts inop. (4-29)

✈WICHITA-RADIO: Sept 21, DME flgt-checked and cmsnd.

**WICHITA ARPT: 1079' (2449'MSL) lgtd TV twr being erected 10 mi NW (328°T) at lat 37-46-54; long. 97-31-10. (7-27)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR NW visual course displacement 4 to 7 mi and SE visual course 2 to 3 mi from stn. (12-8) About Sept 27, VAR will be shut down for approx 2 weeks modernization. (8-31)

DANVILLE-GOODALL FLD: E end of fld under constr. (11-12)

FORT KNOX-SPECIAL NOTICE: 14 mi NW (5 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

★LOUISVILLE-BOWMAN ARPT-TOWER: Effect Sept 26, hrs of opern will be 0700-2300. (8-26) FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

KENTUCKY: **MANCHESTER-SKY ARPT: Abandoned. (6-18)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692'MSL) lgtd TV twr erected 5 mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)
BATON ROUGE-RYAN ARPT-TOWER: ILS glide slope out of service - installation new monitor equip. (9-17) FLD: Effect Sept 6, Rnwy 13-31 and center and North taxiways closed. Rnwy 35 - 4450' avail. Rnwy 17 - 4100' avail. (9-3)
HAMMOND ARPT: Beacon inoperative. (5-25)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 40 mi at 1500'. (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
★NEW ORLEANS-RADIO: Correct LF rng lat 29-59-11; long. 90-11-53. Correct VOR lat 29-57-13; long. 90-16-56. (9-9)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
**NEW ORLEANS-CALLENDER ARPT: 250' lgtd rdo twr erected 43 mi SE (138°T) at lat 29-22-06; long. 89-32-18. (9-13) 155' temp drilling structure erected 8.3 mi WSW (250°T) at lat 29-48-18; long. 90-08-57. (1-5)
NEW ORLEANS-MOISANT INTERNAT'L ARPT-TOWER: About Sept 25, radar arrival
** control will be inaugurated. (8-30) FLD: 100' lgtd rdo twr erected 30 mi SSW (192°T) at lat 29-34-36; long. 90-22-42. (9-13)
**OPELOUSAS-ST. LANDRY PARISH ARPT: Const. completed on 189' lgtd (251'MSL) rdo twr 2.5 mi S at lat 30-31-00; long. 92-06-22. (9-5)
**PENSACOLA ARPT: 145' (177'MSL) lgtd rdo twr erected 4 mi SSW (198°T) at lat 30-25-02; long. 87-13-03. (9-3)
SHREVEPORT-RADIO: DME coverage all quads, 50 mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)
**SHREVEPORT-RIVERSIDE ARPT: Abandoned. (6-11)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
**THORNWELL-LYON ARPT: 162' lgtd drilling derrick erected 3 mi NNW (340°T) at lat 30-06-57; long. 92-50-43. (9-9)
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 40 mi at min en route alt. (6-7) About Oct 4, LF rng SE course will be changed from 309° to 319°; NW course from 129° to 139°. (9-15)
BANGOR-RADIO: LF rng will be out of service until approx Oct 3. (9-3) VOR radials usable dist clockwise 360°-50°, 20 mi; 50°-240°, 30 mi; 240°-360°, 25 mi at min en route instr alt. DME coverage 235°-260°, 40 mi at 2500'.
**DEXTER ARPT: Arpt abandoned in error. (8-2)
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement,patches. (9-8)
PRESQUE ISLE-RADIO: VOR usable dist 40 mi at min instr alt. Flyable bends beyond 20 mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150° - 240°, 40 mi; 290°-30°, 35 mi at minimum instr alt. All courses within tolerance.
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
★BALTIMORE-RADIO: VOR usable dist 40 mi at min en route instr alt. (4-29) Sept 10, trans & rcvr 255.4 mc cmsnd.
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
★BALTIMORE-HARBOR ARPT-TOWER: Effect. Sept. 26, Twr hrs of opern will be 0800-2400. (9-9) Sept. 10, trans & rcvr 257.8 mc cmsnd.
**CAMBRIDGE-HORN'S POINT ARPT: Type: L. Lat 39-35-30; long. 76-08-15. Elev: 10. Lctn: 3 WNW. No. of rnwys: 3. Lngst rnwy & facs: 26. Remarks: SSW blkd. (5-2)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 mi 015°-245° at 4500'; 245°-330° at 3500'; 330°-350° at 2000'; 350°-015° at 3000'. (3-17)
MARYLAND:
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution- provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
**ADAMS ARPT: Closed. (7-17)
**BOLTON ARPT: Closed. (8-13)
BOSTON-RADIO: Max. usable dist all VOR radials, 30 mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt land will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.5 mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30)
BOSTON-REVERE ARPT: Lgtd 40' boom - working end Rnwys 13 and 15. (7-23)
**BROCKTON ARPT: Closed. (7-17)
EASTON-AMES FLD: Equip. on fld. (8-13)
HYANNIS-BARNSTABLE ARPT: 100' temp. twr erected tip Pt. Gammon 3 mi SSE.(7-30)
**NANTUCKET MEMORIAL ARPT: Old 100' rdo twr on barracks 3 mi NNE replaced with new 90' twr-lgtd. (8-28) Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle.(7-21)
NEW BEDFORD ARPT: Men and equip on rnwys. 3 med int rnwy lg ts NE side rnwy 14-32 inop.
**NEWBERRY-PLUM ISLAND: Closed. (8-13)
ORANGE ARPT: Closed 1200-1700 for sport car racing October 24. - marker will be displayed. (5-4)
**SPRINGFIELD ARPT: Abandoned. (6-4)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Equip. on fld-days.
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
DETROIT-RADIO: DME coverage 260°-290°, 40 mi at min en route alt. (6-11)
**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 11 mi NW (295°T) at lat 42-28-59; long. 83-12-20. (7-23) Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 15 mi NNE (08°T) at lat 42-24-57; long. 85-31-49. (7-18)
LANSING-RADIO: About Oct 4, LF rng will operate at a reduced power output of 100 watts for approx 10 days. (9-10)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 6 to 8 mi - interference. ILS LMM limited to usable distance of 10 mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**MONROE-CUSTER ARPT: Lngst rnwy & facs: h26-B*L4-S5-U.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF UHF/DF unreliable below 3000' in all quads. (6-30) USAF VOR unreliable below 3000' beyond 50 mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)
**PLYMOUTH-METTETAL ARPT: Lngst rnwy & facs: 25-*L-S5. (4-7)
PULLMAN-RADIO: DME coverage 40°-136°, 30 mi; 136°-172° and 265°-306°, 40 mi at min en route alt. (6-16)

MICHIGAN: **ROMEO ARPT: Lngst rnwy & facs: 33-S5.
SALEM-RADIO: June 2, VAR shut down - conversion to VOR. (6-14)
**SOUTH HAVEN ARPT: Lngst rnwy and facs: 34-BL4-S1-U. (6-30)
TECUMSEH ARPT: New Arpt under construction, 4 mi NE lat 42-02, long. 83-53. Elev: 793', No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 40 mi at min en route alt. (8-3)
**BRAINERD ARPT: Bcn and lights operated on prior req only. (6-24)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 10 mi all azimuths. About Sept 20, LF rng freq will be changed to 379 kc. (9-1)
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.8 mi SE (135° T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4.6 mi SE (140° T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.
**EVELETH-VIRGINIA ARPT: Bcn on req after 2400. (6-24)
FAIRMONT ARPT: SE 2200' of NW/SE Rnwy hard surface - feathers into the NW end.
**LITTLE FALLS ARPT: 137' rdo twr erected 1½ mi ESE (250° T) at lat 45-56-38, long. 94-24-03. (9-3) Fld closed. (9-10)
**MINNEAPOLIS-CRYSTAL ARPT: UNICOM (122.8 mc) inoperative. (708)
**MINNEAPOLIS-FLYING CLOUD ARPT: UNICOM (122.8 mc) inoperative. (7-8)
MINNEAPOLIS-ST. PAUL INTERNATIONAL ARPT-TOWER: About Sept 27, PAR will be shut down until approx Oct. 1 - modification. (8-17)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
**PARK RAPIDS ARPT: Work completed on 250' micro-wave twr lctd 23 mi S (185° T) at lat 46-34-10, long. 95-07-05. (9-3)
ROCHESTER-RADIO: DME coverage 200°-245°, 40 mi at min en route alt. (7-6) About Sept 22, trans & rcvr 255.4 mc will be cmsnd. (8-30)
**ROCHESTER ARPT-TOWER: Sept 8, stn/twr cmsnd as combined fac. About Sept 22, trans and rcvr 243.0 and 257.8 mc will be cmsnd. (9-8)
**THIEF RIVER FALLS ARPT: Bcn and lgts on req after 2400. (6-24)
**WYOMING: 263' micro-wave twr erected at lat 45-21-54, long. 92-59-26. (8-31)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
CLEVELAND-BOLIVAR COUNTY ARPT: Caution - N/S strip clsd - const E 1700' E/W strip avail. (10-12)
**GREENVILLE ARPT: 440' (550' MSL) lgtd TV twr erected 4 mi W (270° T) at lat 33-23-05; long. 91-04-39. (9-9)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 50 mi at 1800'; 70°-110°, 40 mi at 1800'; 110°-175°, 30 mi at 1700'; 175°-210°, 40 mi at 1700'; 210°-310°, 50 mi at 1700'; 310°-040°, 40 mi at 1800'. (6-30)
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat in use. Three acft in pat one over rnwy every four minutes. NW/SE Rnwy closed for repairs. (4-28)
**McCOMB-PIKE CO. ARPT: ENE/WSW strip ruf - bndry lgts discontd. (6-21)
MERIDAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
**MERIDIAN-KEY ARPT: 319' (1000' MSL) lgtd TV twr erected 3.6 mi ESE (108° T) at lat 32-19-40, long. 88-41-30. (9-4)
MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 8 mi N (352° T) at lat 37-20-25, long. 89-35-21. (8-25)
CARTHAGE-MYERS PARK MEMORIAL ARPT: NE/SW strip closed. - repairs. (9-14)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiple structure and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd.
MISSOURI: Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 1 mi NW (345° T) at lat 39-05-03, long. 94-30-57. (7-9)
KENNETT ARPT: Closed - construction. (8-16)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 30 mi radius of field, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre.
**ST. LOUIS-KRATZ ARPT: Longest Rnwy and fac: 32-S5. (6-28)
**ST. LOUIS-LAMBERT FLD: 679' TV twr being erected 10 mi SE (150° T) at lat 38-37-41, long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmarked. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only.
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW strip. Land at own risk. (5-20)
WEST PLAINS-SKY HAVEN ARPT: Caution- const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 20 mi at 11,000'; 85°-100°, 20 mi at 10,000'; 100°-125°, 30 mi at 10,000'; 125°-185°, 30 mi at 11,000'; 185°-200°, 40 mi at 11,000'. (6-16)
★BUTTE-RADIO: VOR and DME coverage 317°-352°, 40 mi at 9000'; 352°-20°, 40 mi at 10,500'; 20°-68°, 30 mi at 10,500'; 68°-80°, 40 mi at 10,500'; 80°-118°, 50 mi at 10,500'; 118°-135°, 40 mi at 11,000'; 135°-157°, 50 mi at 11,500'; 157°-164°, 40 mi at 11,000'; 164°-176°, 30 mi at 11,000'; 176°-198°, 20 mi at 10,500'; 198°-220°, 30 mi at 11,000'; 220°-248°, 40 mi at 11,000'; 248°-264°, 30 mi at 11,000'; 264°-317°, 40 mi at 11,000'. (6-24) Sept 14, LF rng decmsnd, concurrently the Homestake FM ident changed to 4 dashes to conform with NW leg Whitehall LF rng.
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
**DELL ARPT SITE 28, SLC-GTF: Beacon changed to 36'' double end, flashing alternately 6 clear and 6 green fpm. (8-27)
DILLON-RADIO: VOR radial 146° usable to 45 mi.
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 20 mi; 55°-70°, 30 mi and 70° 110°, 40 mi at 9000'; 110°-150°, 20 mi; 150°-260°, 30 mi at 10,000'; 260°-290°, 20 mi at 9000'; 290°-320°, 30 mi at 10,000'. (6-16)
**DRUMMOND ARPT: N/S strip discontd. (7-29)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
★KALISPELL-RADIO: Sept 14, MHW fac perm discontd.
**KALISPELL-FLATHEAD COUNTY ARPT: Bndry, hi-intensity lgts avail. on prior req.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 20 mi at 11,000'; 15°-85°, 50 mi at 9000'; 85°-200°, 10 mi at 11,000'; 200°-230°, 30 mi at 11,000'; 230°-250°, 40 mi at 10,000'; 250°-280°, 40 mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 20 mi at 11,000'; 40°-70°, 30 mi at 11,000'; 70°-110°, 20 mi at 9000'; 110°-125°, 30 mi at 11,000'; 125°-160°, 40 mi at 11,000'; 160°-175°, 30 mi at 9000'; 175°-195°, 20 mi at 9000'; 195°-220°, 30 mi at 11,000'; 220°-235°, 20 mi at 9000'; 235°-270°, 30 mi at 11,000'; 270°-290°, 40 mi at 9000'; 290°-355°, 30 mi at 11,000'.
MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end apch ENE/WSW strip.
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 40 mi at 9000'; (5-21) Caution E course LF rng has multiple spread 7° at 40 mi; W course has multiple spread 7° at 35 mi which progresses outwards with distance. (6-25)
**SEELEY LAKE-DOUBLE ARROW ARPT: Closed. (9-14)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 30 mi at 10,500'; 360°-47°, 30 mi at 11,000'; 47°-70°, 40 mi at 11,000'; 70°-96°, 40 mi at 9000'; 96°-118°, 30 mi at 11,000'; 118°-164°, 20 mi at 11,500'; 164°-197°, 40 mi at 10,500'; 197°-213°, 30 mi at 11,500'; 213°-228°, 20 mi at 11,500'; 228°-250°, 30 mi at 11,500'; 250°-277°, 30 mi at 10,000'; 277°-299°, 20 mi at 10,000'; 299°-330°, 20 mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
BEATRICE ARPT: E/W strip open days only for lgt acft.
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
**COZAD ARPT: 24" rotating beacon, clear and green, rotates 6 rpm: cmsnd: Sept. 13.
HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys,strips.(9-13)
**INDIANOLA-KANSAS RIVER DISTRICT ARPT: Abandoned. (11-5)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
LINCOLN-RADIO: ILS lclzr and glide slope shut down - modification.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin. Bldg.-tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.
RUSHVILLE-MODISETT ARPT: Caution-bales of hay on airport and runways. (7-29)
SCOTTSBLUFF ARPT: Apron area 300' E and 200' N of hangar closed. Caution - men and equip on fld. (7-29)
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 9 mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
**TRENTON ARPT: 24" rotating bcn, clear and green, rotates 6 rpm; cmsnd Sept. 1.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 40 mi; 90°-125°, 30 mi; 120°-170°, 20 mi; 170°-240°, 40 mi; 240°-300°, 20 mi; 300°-360°, 50 mi at 12,000'. (5-7)
ELKO ARPT: Runway 12-30 closed-construction. (7-30)
ELY ARPT: Const on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 10 mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-RADIO: July 1, DME at VOR site shut down. (8-19)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 40 mi at 12,000'. DME coverage 5°-30°, 35 mi at 12,000'; 30°-60°, 40 mi at 12,000'; 60°-160°, 30 mi at 12,000'; 160°-240°, 50 mi at 10,000'; 240°-5°, 40 mi at 12,000'. (5-6)
**MINDEN-DOUGLAS-TAHOE ARPT: Beacon and runway lights no longer available. (6-23)
MORMON MESA-RADIO: DME coverage - 65°-080°, 40 mi at 13,000'; 105°-115°, 40 mi at 13,000'; 115°-130°, 30 mi at 13,000'; 130°-140°, 40 mi at 13,000'; 270°-280°, 40 mi at 12,000'; 280°-340°, 30 mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 35 mi at 12,000'; 10°-35° and 45°-85°, 40 mi at 11,000'. DME coverage 45°-75°, 50 mi at 10,000'; 75°-110°, 30 mi at 12,000'; 110°-180°, 50 mi at 13,000'; 180°-200°, 30 mi at 13,000'; 200°-240°, 20 mi at 13,000'; 240°-280°, 40 mi at 11,000'; 280°-350°, 50 mi at 11,000'; 350°-45°, 40 mi at 12,000'. (5-7)
RENO ARPT: Rnwy 16-34 cld-const., acft parked on S 3000'. (9-2)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 40 mi at 12,000'; 50°-80°, 35 mi at 12,000'; DME coverage 15°-160°, 30 mi at 12,000'; 160°-210°, 50 mi at 10,000'; 210°-250°, 30 mi at 12,000'; 250°-345°, 40 mi at 12,000'; 345°-15°, 50 mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
*WINNEMUCCA-RADIO: Sept 17, rcvr 255.4 mc cmsnd.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 40 mi at 5000'; 350°-010°, 40 mi at 5000'; 010°-030°, 30 mi at 5000'; 030°-075°, 40 mi at 4000'; 075°-100°, 40 mi at 2500'; 100°-120°, 30 mi at 2000'. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
*MANCHESTER-RADIO: Private H fac is lctd at lat 42-52-16, long. 71-23-44. (9-14)
MANCHESTER-GRENIER AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126 .18, 137.88 mc. Call: Homer. Trng status. (9-16)
MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)
NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed - construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 30 mi; 200°-60°, 25 mi at min en route alt. DME coverage 60°-270°, 30 mi at 2500'; 270°-330°, 20 mi at 4000'; 330°-60°, 30 mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
**MARLTON-MEDFORD ARPT; Lngst rnwy & facs 25-*L4-S5-U. (3-10)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
**NEPTUNE TOWNSHIP-ASBURY PARK AIR TERMINAL ARPT: Formerly carried under Asbury Park, New Jersey. (6-25)
NEWARD-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable indg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts mrkd. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
**RICHLAND-CAVOLI'S ARPT: No. of runways: 1. Lngst rnwy & facs: 26-*L4-S5. (3-8)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 40' boom adj all rnwys - days only. (7-6)
**TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (4-20) Fifty cents landing fee all acft. (8-18)
NEW MEXICO: **ALAMOGORDO-WHITE SANDS ARPT: Arpt name changed to Alamo-Midway Arpt. (6-25) Closed. (8-26)
**ALBUQUERQUE-DEL NORTE ARPT: Abandoned. (6-22)
ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable 169°-319° below 16,000'. (2-3)
ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution - lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt if necessary, due to hvy const. Occasionally only 5,000' of rnwy may be avail for lndg. (9-3) Rnwy 8-26 closed until Feb 15, 1955; Rnwy 17-35 closed until Dec 15, 1954. (9-14)
CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 50 mi at 10,000'. Coverage in Mexico not checked. (5-22)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thur July 31, 1955 in area lctd approx 9 mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 40 mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
OTTO-RADIO: VOR radials usable 30 mi. (12-1)
ROSWELL: Controlled firing and bombing area, 6 mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 7.5 mi SW of Walker AFB, operates daylgt hrs providing wea visibility 15 mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 30 mi at 10,000' MSL. VOR has moderate scalloping SW quad. (9-21-54)

NEW YORK: **AMITYVILLE-ZAHNS ARPT: No. of rnwys: 2. Lngst rnwy & facs: h42-L4-S5-U-W. Fuel: F4. Chg rem to: P-line NNE. Rgt tfc E. (7-27)
BUFFALO-RADIO: DME coverage 40°-110°, 45 mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New Field. Tentative opening date: Sept 15, lat 40-55-09; long. 72-47-46. No. of rnwys: 2. Lngst rnwy & Fac: 100-L6. This is an aircraft factory airport - not open to the public. (9-7)
**DANSVILLE ARPT: Weather reports no longer available. (7-13)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4) About Sept 28, SE course LF rng will be realigned from 313° to 308°. (8-20)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 10 mi.
IDLEWILD-RADIO: VOR coverage 50°-75°, 20 mi; 75°-50°, 30 mi at min en route alt. (4-29)
**ISLIP-MacARTHUR ARPT: All acft landing or taking off must be equip. with rdo rcvr. All acft cautioned not to use any of the turfed areas. (7-16)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00; long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 0°-96° and 118°-167°; below 6000' inbound heading 206° - 297°; below 5000' inbound 167°-206°, 297°-0° and 96°-118°. (10-1) USAF LF rng splits on NE course beyond 30 mi; slight multiples on SW course beyond 25 mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 5 mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S rnwy-lnd to W. (6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. (8-18) Effect. Sept 18, Ramp spot 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect. Sept 20, ramp spot 4, closed - Men and equip. - caution. (9-17)
NEW YORK-LA GUARDIA-RADIO: About Sept 28, NW course LF rng will be realigned from 129°-131°. (8-20)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 10 mi. Tfc equipped with VHF transmitters shall invariably make initial ctc as follows regardless of wea: Inbound - 119.9 mc (apch ctl); Outbound - 121.9 mc (Ground Ctl). Apch ctl and ground ctl will always advise pilot of succeeding freq. (4-13) About Oct 4, ILS lclzr and glide slope will be shut down until approx Oct. 17. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) Beginning about Oct 1, a fixed white lgt of high intensity will be opered in the E section of Flushing Meadow Park at lat 40-43-41; long. 73-50-03. The lgt will be operd during the hrs of darkness only when Rnwy 13 is being used for departing acft and will serve as a guide to direct departing acft along the centerline of Park Area. The lgt will be directed in a northerly direction and elevated approx 80° above the horizon. (9-17)
NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N & NW rnwys clsd as mrkd at intsxns. Use grass for taxying. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 87 miles circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 40 mi at min en route instr alt. DME coverage 265°-280°, 40 mi at 6000'; 280°-310°, 40 mi at 4700'; 310°-10°, 40 mi at 4700'.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 50 mi at 5000'.
**POUGHKEEPSIE-DUTCHESS COUNTY ARPT: Rnwy lgts 6-24, operg on req only. (7-27)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.5 mi NW at lat 42-46-57; long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY COUNTY ARPT-TOWER: Trans & rcvrg freq 257.8 mc cmsnd. (9-13) FLD: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 10-28 closed; Rnwy 2-20 clsd S of E/W intersection. N/S Taxistrip leading from midfield to Rnwy 2 closed. (9-13)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220°, 40 mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8) Two 30' obstn lgtd poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)
WATERTOWN-RADIO: DME coverage 40 mi at min en route alt. (7-1)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. About Oct 4, twr freq 396 kc will be changed to 269 kc. (9-14) FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8)
**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 9 mi NNW (285°T) at lat 36-06-39; long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 40 mi; 165°-265°, 30 mi; 265°-30°, 40 mi at min en route alt; 30°-120°, not checked. About Sept 27, VOR and DME will be shut down until approx Oct 27 - modernization. (9-17)
**ERWIN ARPT: Closed - not maintained. (8-10)
**GASTONIA ARPT: Runway 3-21 lgtd. Lngst rnwy & facs: h30-L4-S5. (7-1)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 4 mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within two mi stn. (6-15)
RALEIGH-RADIO: DME coverage 120°-230°, 40 mi; 230°-310°, 30 mi; 310°-360°, 40 mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
**ROXBORO ARPT: Closed. (8-30)
**TARBORO ARPT: NE/SW Strip avail. 2700' with unmrkd fence SW end. 80 oct. Daytime opern. (7-21)
**THOMASVILLE ARPT: Abandoned. (10-23)
**WALLACE ARPT: Abandoned. (5-24)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses. About Oct 15, VAR will be decmsnd, concurrently VOR will be cmsnd at lat 34-21-03; long. 77-62-27.
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from control tower to arpt bndry. Asphalt taxi strips between Runway 9 and ramp closed to aircraft larger than twin engine Beechcraft. (5-28)

NORTH CAROLINA: ✈WINSTON-SALEM-SMITH REYNOLDS ARPT-TOWER: ILS glide slope touchdown point not avail. Glide slope angle: 3°. Alt over OM 2200'; over MM 1120'.

NORTH DAKOTA: BISMARCK-RADIO: About Oct 4, LOM freq will be changed to 215 kc.

BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

FARGO-HECTOR FLD: Men-hvy equip. on E and NE portion of arpt-crossing rnwys occasionally. Bndry lgts inop. 165' (1072' MSL) lgtd twr erected 2.5 mi SSE (155° T) at lat 46-52-54, long. 96-47-16. 195' (1100' MSL) unlgtd grain elev erected 3 mi SSW (210° T) at lat 46-52-15, long. 96-50-40. (8-31)

GOLVA-RADIO: VOR has severe course disturbance area 2 mi in diameter at 5 - 6 mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°, 90°-95° and 175°-235°, 40 mi at min en route alt. (7-7)

**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 14 mi NE (35° T) at lat 47-05-29, long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: LF rng N course displace 3° W. (7-14)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 40 mi at min en route alt. (7-1)

CINCINNATI ARPT: S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: VOR coverage 40 mi at min en route alt all azimuths. DME coverage 60°-100°, 50 mi at 2900'; 100°-145°, 40 mi at 2500'; 145°-170°, 50 mi at 2500'; 170°-190°, 40 mi at 2500'; 190°-245°, 50 mi at 2500'; 245°-310°, 40 mi at 2000'; 310°-060°, not checked.

CLEVELAND-CUYAHOGA COUNTY ARPT: Caution - const E/W Taxiway - equip. on fld.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution - rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to one mi and last 1/2 mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: Acft avoid clover leaf E end of arpt. Use new extension of Rnwy N of clover leaf. (9-4)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-24)

DAYTON-RADIO: DME coverage 150°-220°, 35 mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)

DAYTON ARPT-TOWER: Sept 20, ILS lclzr and glide slope shut down until approx Sept 27- antenna modernization. FLD: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with black top on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.

**DAYTON-SOUTH DAYTON ARPT: Abandoned. (8-5)

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

GALLIPOLIS-HOLZER ARPT: Abandoned. (10-29-53)

HAMILTON ARPT: Caution - grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350° thru 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

**N. KINGSVILLE-STOUT ARPT: Name changed to Gardner Airpark. (7-27)

N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)

**PORT CLINTON-PENINSULAR ARPT: Name changed to Port Clinton Airport. E/W strip rough, land S half mowed area. Unicom avail. (7-27)

OHIO: SOLON ARPT: S half of S strip under construction - rough, do not use. (11-6)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

TOLEDO-RADIO: VOR usable distance 25 mi at min en route alt. (7-7)

TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

TOLEDO-EXPRESS ARPT-TOWER: About Oct 15, ILS compass lctrs will be placed in test opern and cmsnd about Dec 1. LMM freq: 201 kc. Ident: OL. Lctd 0.59 mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 275 kc. Ident: TO. Lctd 4.97 mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (9-16) Effect. Oct 1, twr hrs of opern will be 0730-2330. (9-18)

**TOLEDO-FRANKLIN ARPT: Abandoned. (7-7)

WATERVILLE-RADIO: VOR coverage 45 mi at min en route alt. DME coverage 120°-190°, 50 mi at 2500'; 190°-210°, 50 mi at 2200'; 210°-262°, 50 mi at 2000'; 262°-278°, 40 mi at 2000'; 278°-120°, 50 mi at 2000'. (4-29)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 50 mi at 3000'; 80°-127°, 50 mi at 4000'; 127°-259°, 30 mi at 2600'; 259°-295°, 50 mi at 2600'; 295°-315°, 50 mi at 2500'; 315°-344°, 50 mi at 2000'; 344°-010°, 40 mi at 2400'.

YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 15 mi and below 6000' will apch arpt within bndry NW quad Youngstown Range. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 30°-230°, 50 mi at 2300'; 230°-280°, 40 mi at 2300'; 280°-340°, 50 mi at 2700'; 340°-030°, 50 mi at 2700'. (6-10)

**ARDMORE ARPT 10, FTW-ICT: Airport will continue to be operated by city. (8-18)

DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**HOLLIS ARPT: Abandoned.

LAWTON-RADIO: VOR unmonitored durg hrs 2300-0600. (9-13)

OKLAHOMA CITY-RADIO: DME coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-14)

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3.5 mi SE is completed. (9-2)

OKLAHOMA CITY-WILL ROGERS FLD-TOWER: DME at ILS glide slope site coverage 360° thru 180° to 360°, 50 mi at 2500'. (5-24) FLD: N Taxi strip connecting Rnwy 21 and 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

**OKMULGEE ARPT: 719' (1704' MSL) lgtd TV twr erected 18 mi NE (38° T) at lat 35-51-43, long. 95-46-01. (9-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings.

TULSA-RADIO: DME coverage 230°-250°, 40 mi at 2600'; 250°-330°, 50 mi at 2600'; 330°-360°, 50 mi at 2200'. (5-15) VOR has course displacement beyond tolerance in certain areas on NW quad. (8-26)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM.

**TULSA ARPT: 1135' (2417' MSL) TV twr erected 10.5 mi W (265° T) at lat 36-11-26, long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted durg daylgt hrs October 10. (5-28)

BAKER-RADIO: VOR radials 119° lmtd to usable dist 36 mi at 9000'; 125° lmtd 36 mi usable dist at 9000'; alt radial 140° lmtd to 37 mi usable dist at 9000'. (4-23)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad. - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Oct 25 for modernization. (8-3)

HERMISTON: Demolition approx 10 mi W Mon thru Fri from 0730-1615, from ground up to 2000'. N-lat 45-51-50; E-long. 119-29-20' S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 40 mi at 10,500'; 275°-305°, 30 mi at 10,500'. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

OREGON: MEDFORD-RADIO: VOR and DME coverage 343°-134°, 50 mi at 10,000'; 134°-189°, 40 mi at 10,000'; 189°-255°, 40 mi at 8000'; 255-306°, 30 mi at 8000'; 306°-343°, 50 mi at 8000'. (9-1)

MEDFORD ARPT-TOWER: VHF/DF steers unreliable 270°-360° below 10,000'; 360°-090° below 11.000'; 090°-270° below 11,500'. (8-11) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 30 mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Sept 28, VOR will be shut down for approx 15 days-major repairs. (9-13)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 40 mi at 8000'; 17°-60°, 40 mi at 7000'; 60°-86°, 30 mi at 7000'; 86°-152°, 50 mi at 7000'; 152°-178°, 50- mi at 4000'; 178° - 188°, 50 mi at 5000'; 188°-245°, 50 mi at 5500'; 245°-327°, 50 mi at 5000'; 327°-337°, 40 mi at 5000'. (7-230

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7600'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

PORTLAND-SKYLIFE ARPT: INACTIVE. Effect Oct 1, fld will be abandoned. (8-5)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-cehcked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY FLD-TOWER: ILS glide slope inop, acct interfering obsts. (9-2) FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 30 mi at min instr alt. (4-29)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 7 mi S (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to no-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. (2-4)

AMBLER-WINGS FLD: Rnwys 6-24, 18-36 clsd, re-surfacing. Turf E of 6-24 avail. lndgs with caution. (8-2)

BRISTOL-3M AIRPORT: Ctn-const equip, on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 20 to 30 mi-due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 8 mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

**CHESTER-BUCKMAN ARPT: Abandoned.

ERIE-RADIO: VOR usable dist 40 mi V-37 at 3000', 50 mi all other Victor Arwys, 40 mi at all other azimuths at min en route alt. (8-3) DME coverave 40 mi at min en route instr alt.

**GREENSBURG ARPT: Abandoned. (7-7)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 40 mi. VOR coverage 100°-140°, 40 mi; 140°-230°, 40 mi at min en route alt. DME coverage 50°-70°, 50 mi at 3500' 70-150°, 50 mi at 2500'; 150°-210°, 40 mi at 3000'; 210°-240°, 40 mi at 5500'; 240°-280°, 45 mi at 5500'; 280°-310°, 30 mi at 5500'; 310°-330°, 30 mi at 4000'; 330°-350°; 20 mi at 4000'; 350°-50°, 20 mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6) Trench const 100' N and parallel to Rnwy 8-26, mrkd day, ngt. (8-25)

HAZELTON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)

JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279'MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (8-14)

**LEESPORT-MARELLO ARPT: New fld. Type: P. Lat 40-18; long. 75-56. Lctn: 2 NE.

PENNSYLVANIA: Elev: 570' No. of rnwys: 2. Lngst rnwy & facs: 22-S3. Fuel: Fl. Remarks: N blkd; p-line E. (4-21)

**MALVERN-PAOLI-MALVERN ARPT: Abandoned. (6-30)

**MURDOCKSVILLE-SUNNYHILL APR:T Abandoned. (10-28)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old trminal bldg lctd on E bndry of arpt. All lgt signals and rdo instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. (1-8) FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 mph, not usable under other conditions xcpt in emerg. Artificial lake 1/2 mi wide; 2 mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Unltd water twr under constr 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. (6-29)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10.

PHILIPSBURG-RADIO: DME coverage 70°-350°, 50 mi at 4000'; 350°-70°, 50 mi at4500'.

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: Sept 14, ILS lclzr, glide slope MM and OM shut down until approx Dec 15 - rnwy const. (9-14). About Oct 3, twr hrs opern will be 0700-2300. (9-8) FLD: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const - N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white centerline - extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwys 12-30 and 5-23 closed entire length. (9-13)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 30 mi.

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 25 mi radisu; at 5000' within 45 mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 30 mi at min en route alt. DME coverage 5° - 100°, 40 mi at 4000'; 100°-120°, 30 mi at 4000'; 120°-150°, 20 mi at 4000'; 150°-180°, 30 mi at 3500' 180°-215°, 40 mi at 3500'; 215°-255°, 40 mi at 4000'; 255°-305°, 30 mi at 4000'; 305°-335°, 40 mi at 4000'; 335°-005°, 30 mi at 4000'.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution, const. Men and equip on fld. (5-26)

WILKES BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys.

WILLIAMSPORT ARPT: Do not use Rnwy 10-28. (6-22)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Construction equip on fld. No crash or communication facs. Not safe to land. (7-30)

CALHOUN FALLS-BENTLEY ARPT: CLOSED. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft velow 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 45 mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 9 mi NE (43°T) at lat 32-47-53; long. 79-53-51. (7-22)

COLUMBIA-RADIO: courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 270° thru 0° to 30°, 50 mi at 2000'; 30° thru 180° to 270°, 40 mi at 1500' MSL. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indef. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

FLORENCE-RADIO: DME and VOR coverage 40 mi all azimuths at min instr alt.

SOUTH CAROLINA: **FLORENCE ARPT: 823' twr erected 5 mi N (180°T) at lat 34-16-13; long. 79-43-39. (8-6)

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within ** 5 mi of rnwy. (4-14) FLD: Rnwys 18,27,23 observe right turn patterns. (9-1)

**GREENVILLE-JONES UNIVERSITY ARPT: Abandoned. (10-27)

**KERSHAW ARPT: 243' (875'MSL) lgtd rdo twr erected 9.5 mi N (9°T) at lat 34-37-37; long, 80-33-04. (9-11)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

**ROCK HILL-RODDEY ARPT: 181' (924'MSL) lgtd rdo twr erected 13 mi E (93°T) at lat. 34-53-14; long. 80-46-59. (9-11)

**SPARTANBURG MEMORIAL ARPT: Rnwy 4-22 now 5200' and has hi-intensity lgts. (8-20)

SOUTH DAKOTA: EDGEMONT Demolition opern in progress approx 12.5 mi SSW at Blackhills Ordnance Depot lctd at lat. 43-08-11; long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

**HOT SPRINGS ARPT: Rnwy lgts on req - attendant will be on continuous watch.(6-23)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**MILLER ARPT: 24'' beacon clear rotating 12 rpm in opern. (7-6)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 mi. (1-19)

★SIOUX FALLS-RADIO: Sept 17, trans & rcvr 257.8 mc cmsnd.

SISSETON ARPT: Rotating beacon inop. (8-11)

**YANKTON ARPT: New NE/SW Rnwy under const. (10-12) Two Strips. Longest rnwy and facilities: 39-B*L4-S5. (8-18)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 25 mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (5-25)

BRISTOL-TRI-CITY-ARPT-TOWER: ILS glide slope not usable MM to Fld. About Sept 27, ILS glide slope will be shut down for approx 3 weeks - installation new equip.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 20 to 25 mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Beacon out of service modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (9-10)

CROSSVILLE ARPT SITE 9A: Caution-const, E end of ENE/WSW Strip. (9-6)

**ELIZABETHTON-CARDEN ARPT: Abandoned. (8-2)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°,30 mi; 140°-290°, 20 mi; 290°-310°, 30 mi 310°-120°, 40 mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas. (5-7)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S Rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 40 mi at min en route alt. DME coverage 50 mi at min en route alt in all azimuths xcpt 190°-200°, 40 mi; 200°-230°, 30 mi; 230°-260°, 40 mi. (6-17)

MEMPHIS ARPT-TOWER: About Oct 4, ILS glide slope will be shut down for relctn to 2125' E of W end of E/W Rnwy and 350' S of the centerline of E/W Rnwy. Lat 35-03-26, long. 89-58-42. (9-15)

NASHVILLE-RADIO: VOR has slight course roughness between 70°-120°. DME coverage more than 50 mi in all azimuths at min en route alt, xcpt 165°-270°, 40 mi. (6-15)

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 11.5 mi NW (328°T) at lat. 36-16-05; long. 86-47-18. (7-15)

TENNESSEE: SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses.

TEXAS: ABILENE-RADIO: DME coverage 20°-100°, 50 mi at 3000'; 100°-195°, 50 mi at 4000'; 195°-215°, 40 mi at 4000'; 215°-20°, 50 mi at 4000'. (6-21)

AMARILLO-ARPT-TOWER: About Sept 22, ILS lclzr and glide slope will be shut down until approx Oct 2. (9-15)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 1/4 mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on RJ. RR about 7 mi W of Amarillo; Exell Helium Plant on S.F. RR about 35 mi N.

**ARLINGTON-PULLEY ARPT: Abandoned. (8-12)

AUSTIN-RADIO: DME coverage 360°-110°, 50 mi at 2000'; 110°-220°, 50 mi at 2500'; 220°-250°, 50 mi at 3000'; 250°-330°, 50 mi at 3500'; coverage over Danger Area 343, 330°-360° not certifed. (6-10)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

★BEAUMONT-JEFFERSON COUNTY ARPT-TOWER: Sept 15, apch ctl serv established.

**BEEVILLE-TRAVLAND ARPT: 315' (562'MSL) Lgtd rdo twr erected 14 mi N (355°T) at lat. 28-37-18; long. 97-47-28. (9-15)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DME coverage 20°-130°, 50 mi at 4000'; 130°-190°, 40 mi at 4000'; 190°-260°, 50 mi at 4500'; 260°-350°, 50 mi at 5000'; 350°-20°, 50 mi at 4500'

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

CHILDRESS-RADIO: VOR radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 30 mi at 2000'; 95°-110°, 40 mi at 2000'; 110°-135°, 40 mi at 1600'; 135°-165°, 40 mi at 2000'; 165°-315°, 50 mi at 2000'.(6-16)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 140°-250°, 50 mi at 9000'; 250°-265°, 40 mi at 7500'; 265°-280°, 50 mi at 8000'; 280°-340°, 40 mi at 10,800'; 340°-140°, 50 mi at 7500'. (7-1)

**DALHART ARPT: Use rnwys. Only Rnwys 17-35 and 3-21 lgtd. (6-24)

DALLAS-RADIO: DME coverage 50 mi in all quads at 2200'.

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Oct. 1. FLD: 1049'MSL twr erected on top of republic National Bank Bldg. (8-12) Exten. const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylght hrs., men and equip. on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000' and 2000 feet NW end Rnwy 13; 400' SW of center of rnwy. - unlgtd. (6-2)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 mi. (11-26)

EL PASO-RADIO: DME coverage 010°-100°, 50 mi at 8000'; 100°-240°, 50 mi at 9000'; 240°-265°, 40 mi at 8500'; 265°-300°, 30 mi at 10,000'; 300°-320°, 50 mi at 10,000'.

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26,22 and 17; rgt hand to Rnwys 35,04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Sept.1, neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equipment on fld daylight hours. (8-3)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 8 mi SE (128°T) at lat. 32-45-01; long. 97-16-07. (7-6)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 5 statute miles centered at lat. 28-17-00; long. 96-32-00.

**HARLINGEN (NEW) MUN ARPT: New Fld approx 3 mi WNW at lat 26-12-16; long. 97-45-12, Elev: 43'MSL. Rnwys: 15-33, 3650' paved; 18-36, 3000' sod; 8-26, 2500' sod. 80' p-line 400' S Rnwy 15-33. 80-91 oct daylgt hrs. (9-1)

(9-21-54)

TEXAS: HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 14 mi E.

**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 13 mi SW (247° T) at lat 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

HUDSPETH-RADIO: DME coverage 50°-80°, 50 mi at 8500'; 80°-260°, 50 mi at 9000'; 260°-290°, 50 mi at 8000'; 290°-30°, 50 mi at 9000'; 30°-50°, 50 mi at 10,800'. (6-23)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 2 mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

LUFKIN-RADIO: DME coverage 125°-145°, 50 mi at 1500'; 145°-280°, 40 mi at 1500'; 280°-305°, 40 mi at 1700'; 305°-315°, 30 mi at 1700'; 315°-335°, 40 mi at 1700'; 335°-15°, 40 mi at 2000'; 15°-60°, 40 mi at 1700'; 60°-125°, 40 mi at 1500'. (6-22)

**LUFKIN ARPT: Abandoned. (8-5)

**MARSHALL-HARRISON COUNTY ARPT: Beacon and rnwy lgts will opern from darkness until 2300 - req other hrs. (9-17)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)

MIDLAND-RADIO: DME coverage 40°-70°, 50 mi at 4000'; 70°-260°, 50 mi at 4500'; 260°-40°, 50 mi at 5000'. (6-30)

MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2)

MIDLAND AIR TERMINAL-TOWER: About Sept 22, ILS glide slope will be shut down until approx Nov. 1. (9-4) FLD: 310' (3120' MSL) rdo twr erected 4½ mi NE (165° T) at lat 31-58-00, long. 102-06-54. (9-3)

MINERAL WELLS-RADIO: DME coverage 95°-180°, 50 mi at 2500'; 180°-230°, 50 mi at 3000'; 230°-260°, 40 mi at 3000'; 260°-350°, 50 mi at 3000'; 350°-95°, 40 mi at 2500'.

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

**PORT LAVACA-PEIKERT ARPT: New fld. Type: L. Lctd lat 28-36, long. 96-39; 1.5 mi SW. Elev: 17'. Two strips, longest 1800. (9-29-53)

POTEET ARPT: Closed-const. (11-20)

QUITMAN-RADIO: DME coverage 2300' MSL, 50 mi all azimuths. (6-9)

**REDFORD ARPT: Abandoned. (8-24)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 50 mi at 9000'; 250°-290°, 50 mi at 8500'; 290°-015°, 50 mi at 9000'; 015°-045°, 30 mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

SAN ANTONIO-RANDOLPH AFB-RADIO: USAF LF rng gnd-checked only. (10-23)

SAN ANTONIO-STINSON FLD: Lgt gun will opern Sat and Sun., 0900-1900. (3-12)

**SAN MARCOS-THOMPSON FLD: Abandoned. (7-19)

**SEADRIFT ARPT: Abandoned. (8-31)

**SNYDER-WINSTON ARPT: 145' lgtd oil well derrick moved from present position 1/2 mile S to a new location 3070' S of arpt; and 420' E of extended centerline of N/S Rnwy. (9-9)

SULPHUR SPRINGS-RADIO: DME coverage 50 mi at 2000' MSL all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylight hrs on Green Arwy # 5 approx 15 mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: About Oct 1, freq 206 kc will be changed to 272 kc.

VICTORIA COUNTY ARPT: Lgtd oil well derrick erected 350' from centerline of any rnwy.

WACO-RADIO: DME coverage 190°-290°, 40 mi at 2300'; 290°-190°, 50 mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)

WICHITA FALLS-KICKAPOO ARPT: 10' oil wells - one E edge N/S Strip at N end and one E edge NW/SE Strip at N end near hangars. (3-15) NW/SE strip clsd-const, mrkd. (7-7)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only. (8-4)

UTAH: BRYCE CANYON-RADIO: DME coverage 330°-350°, 50 mi at 13,500'; 350°-330°, 50 mi at 13,000'. (4-28) VOR has lgt roughness below 13,000'.

UTAH: DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 40 mi at 11,000'. DME coverage 20°-40°, 50 mi at 13,000'; 40°-90°, 30 mi at 13,000'; 90°-170°, 50 mi at 13,000'; 170°-230°, 50 mi at 9000'; 230°-20°, 50 mi at 11,000'. (5-8)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 40 mi at 10,000'; 172°-190°, 30 mi at 13,000';

MILFORD-RADIO: VOR coverage 20°-140°, 25 mi; 235°-330°, 40 mi at min en route alt. DME coverage 40°-120°, 20 mi at 13,000'; 120°-160°, 50 mi at 13,000'; 160°-210°, 50 mi at 10,000'; 210°-230°, 50 mi at 12,000'; 230°-310°, 50 mi at 12,000'; 310°-355°, 50 mi at 11,000'; 355°-40°, 50 mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 35 mi at 11,000'. (7-30) DME coverage 360°-150°, 20 mi at 12,000'; 150°-315°, 50 mi at 10,000'; 315°-360°, 50 mi at 11,000'. (4-16)

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 20 mi at 6500'; 35 mi at 11,000'. (3-14) DME coverage 20°-140°, 20 mi at 13,000'; 140°-180°, 50 mi at 12,000'; 180°-235°, 40 mi at 12,000'; 235°-340°, 50 mi at 9000'; 340°-20°, 30 mi at 12,000'. (5-10) About Sept 20, LF rng, Z mrkr and voice on 227 kc will be shut down until approx Sept 25 - modification. (8-27)

SALT LAKE CITY ARPT-TOWER: About Sept 20, apch ctl on 227 kc will be shut down until approx Sept 25 - modification. (8-27)

SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)

WENDOVER-RADIO: DME coverage 160°-220°, 50 mi at 11,000'; 220°-295°, 50 mi at 12,000'; 295°-350°, 40 mi at 12,000'; 350°-160°, 50 mi at 9000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition infor avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 mi.

BURLINGTON ARPT: Two temp lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8) Rnwy 15-33 closed to all tfc during daylgt hrs except jets and scheduled 4 eng acft Sept 18 thru Sept 30. (9-10)

SPRINGFIELD-HARTNESS ARPT: S side of E W Rnwy under const, 2000 x 75 ft. avail. for lndgs. No service, facs. (9-20)

VIRGINIA: **ALEXANDRIA-BEACON FLD: Fld is open - notam closing fld, in error. (7-2)

BLACKSTONE-RADIO: About Oct 28, NE course I F rng will be realigned from 250° to 272°.

**BRISTOL ARPT: Abandoned. (8-2)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

CHINCOTEAGUE NAAS-RADIO: About Oct 26, S course LF rng will be realigned from 8° to 35 °; N course from 188° to 215°. (9-17)

**DELTAVILLE-BERRYVILLE ARPT: Abandoned. (6-24)

**FREDERICKSBURG-SHANNON ARPT: Arpt attended 24 hrs. Unicom avail. Lngst rnwy and facs: 30-BL2,4-S5-U. 80, 91 oct. This corrects Airgi Vol 9, No. 7, dated June 15.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 40 mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 40 mi at 1500'; 75°-85°, 35 mi at 1500'; 85°-130°, 40 mi at 1500'; 130°-160°, 45 mi at 3000'; 50 mi at all other azimuths at min en route alt. (7-1)

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 40 mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 25 mi at min en route instr alt. (5-20)

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop ngts.

MONTEBELLO-RADIO: DME coverage 210°-90°, 50 mi at 6000'; 90°-150°, 50 mi at 3000'; 150°-180°, 40 mi at 3000'; 180°-210°, 40 mi at 5000'. (7-6) VOR coverage 110°-220°, 40 mi at min en route alt. (7-13)

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK ARPT-TOWER: About Oct 11, ASR will be shut down until approx Oct 25 - modernization. (9-17) ASR PPI apchs not avail. to Rnwy 22, 31 and 13. (8-6)

PULASKI-RADIO: VOR coverage 305°-15°, 25 mi; 15°-55° and 195°-210°, 40 mi at min instr alt. DME coverage 10°-40°, 40 mi at 6000'; 40°-120°, 50 mi at 6000'; 120°-200°, 40 mi at 6000'; 200°-225°, 30 mi at 6000' 225°-255°, 50 mi at 6000'; 255°-10°, 30 mi at 6000'. (7-7)

VIRGINIA: RICHMOND-RADIO: About Oct. 26, SE crs LF rng will be realigned from 310° to 303°. (9-17)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE ARPT: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)
**SHENANDOAH ARPT: Abandoned. (8-4)
WASHINGTON: SPECIAL NOTICE: Unmrkd-p-lines across coves in Puget Sound area & lakes
★BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 31 mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Sept 14, Roche Harbor FM perm discontd.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
**CONCRETE ARPT: Reinstated: Type: L. Lat. 48-31-45, long. 121-46-00. Elev: 260. Lctn: 0.8 mi SW. No of rnways: 1. Lngst rnwy & facs: 21. Remarks: Rgt tfc W. Mtns N, S.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 30 mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 30 mi at 5500'; 175°-260°, 50 mi at 10,000'; 260°-290°, 50 mi at 8000'; 290°-40°, 30 mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 350°-124°, 50 mi at 5000'; 124°-209°, unknown prohibited area; 209°-227°, 50 mi at 7000'; 227°-280°, 40 mi at 8000'; 280°-340°, 30 mi at 5000'; 340°-350°, 40 mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025°-098° below 9000' due terrain limitations.
HOQUIAM-RADIO: DME coverage 35°-50°, 50 mi at 3500'; 50°-155°, 50 mi at 7000'; 155°-35°, 50 mi at 5000'. (6-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)
NEAH BAY-RADIO: About Sept 28, LF rng on 391 kc will be shut down until approx Sept. 30- major repairs.
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 7 mi NE (63°T) at lat. 47-28-43, long. 122-32-32. (7-26)
**PUYALLUP-VALLEY ARPT: Abandoned. (6-16)
SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (9-17)
SEATTLE-BOEING FLD-TOWER: Sept 17, ILS LOM shut down until approx Oct 2- modernization; OM shut down indefinitely. (9-17) About Oct 5, ILS glide slope will be shut down for 4 days-major repairs. FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'.
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 35 mi, SW and N, 30 mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 50 mi at 7000'; 152°-224°, 50 mi at 5000'; 224°-264°, 50 mi at 6000'; 264°-36°, 50 mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20) USAF VHF/DF opers 0700-2400 Mon-Fri; 0700-1200 Sat; trng status. (5-27)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 10 mi with flyable bends. FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control tower.
★TACOMA-McCHORD FLD-TOWER: Effect. Sept 22, apch ctl will be operd by CAA. Trans: and rcvs: 121.5, 120.1, 243.0, 121.1, 137.88, 363.8 mc. Rcvs: 3023.5 kc.
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123, 161, 191, 298, 321 and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch.
CHARLESTON-RADIO: VOR coverage 10°-58°, 30 mi at 3000'; 270°-330°, 30 mi at 2500'; Moderate roughness all azimuths. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 5.2 mi WNW (275°T) at lat. 38-22-36, long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 50 mi at 6800'; 95°-120°, 40 mi at 6800'; 120°-165°, 30 mi at 6800'; 165°-195°, 40 mi at 6800'; 195°-220°, 50 mi at 6800'; 220°-35°, 50 mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp. (9-16)
MARTINSBURG-RADIO: DME coverage 50°-95°, 40 mi at 2500'; 95°-150°, 40 mi at 2000'; 50 mi at all other azimuths at min en route alt. (7-7)
MARTINSBURG ARPT: Glider flying peak activity expected on week ends and holidays. Serv fac avail 0800 until sunset. (9-6)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WHITE SULPHUR SPRINGS-RADIO: Private MH fac operg on test basis. Freq: 406 kc. Ident: SSU. Lctd just N of E end rnwy Greenbrier Arpt. Opers 0800-darkness. (6-3)
WISCONSIN: **BARABOO-BELL AERO ARPT: Attended 7 days per week. Rnwys rolled during snow season. (9-16)
**CHAFFEY: 250' micro-wave twr erected at lat 46-24-26, long. 92-10-12. (8-31)
GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .5° in excess of tolerance from azimuth angles 95°-125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220°-245°. (8-10) About Sept 21, VOR will be shut down until approx Oct 1- modernization. (9-10)
**GRANTSBURG 7, MPS-QT ARPT: 205' (1192' MSL) lgtd rdo relay twr erected 6 mi SSE (170°T) at lat. 45-42-33, long. 92-38-38. (8-31)
**HAYWARD ARPT: Airport not abandoned. Opened and maintained by Chamber of Commerce.
JANESVILLE-RADIO: VOR courses rough all azimuths within 5 mi of stn. (6-8)
**LAKE TOMAHAWK-DOLHUNS RESORT ARPT: 36" rotating bcn, clear and green, rotates 6 rpm; cmsnd June 15.
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution- lndg jet interceptor acft using tactical left hand overhead appchs at 2300' MSL. Overrun lgts S end Rnwy 18-36 inop. (9-1)
**MARSHFIELD ARPT: New NW/SE Rnwy 2800' hard surfaced and soft shoulders. E/W Rnwy 2600' long, dirt. NE/SW Rnwy perm closed giving arpt only 2 rnwys. (8-31)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 40 mi; 200°-190°, 50 mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 26, VHF/DF recmsnd, not flgt-checked at combined stn/twr. (8-5) FLD: Rnwy 13-31 clsd. Rnwy 6-24 clsd 0700-1700.
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
RHINELANDER-ONEIDA COUNTY ARPT: Grading and paving NW/SE Strip. Men and equip on fld. (6-22)
**SPOONER COMMERCIAL ARPT: 250' micro-wave twr erected 21 mi ESE (115°T) at lat 46-01-44, long. 92-18-29. (8-31)
WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)
WAUKESHA-COUNTY ARPT: Caution-E/W strip closed, Sept. 26. (9-9)
WYOMING: CASPER-RADIO: Soon, ILS will be shut down for-modernization. ILS glide slope has moderate to severe path roughness above 7300' and beyond 7 mi. Not to be used for auto. pilot apchs.
CHEYENNE-RADIO: DME coverage at 50 mi as follows: 10°-120°, 7300'; 120°-180°, 7500'; 180°-280°, 11,000'; 280°-325°, 10,500'; 325°-340°, 9000'; 340°-010°, 7500'. (5-5)
CHEYENNE ARPT-TOWER: July 1, ILS shut down until approx Oct. 1- rnwy const. FLD: Clsd to transient jet acft till approc Oct. 1, except in emergencies.
**DOUGLAS ARPT: Lgts perm turned off on 150' twr lctd 4.5 mi SE (125°T) at lat. 42-42-30, long. 105-18-00. (9-16)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 360°-155°, 50 mi at 11,000'; 155°-225°, 40 mi at 15,000' 225°-300°, 30 mi at 15,000'; 300°-360°, 50 mi at 11,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
**LINGLE ARPT: Abandoned. (7-16)
ROCK RIVER-RADIO: DME coverage 360°-40°, 50 mi at 11,000'; 40°-110°, 50 mi at 11,300' 110°-160°, 50 mi at 11,000'; 160°-230°, 50 mi at 15,000'; 230°-360°, 50 mi at 12,000'.
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 40 mi between 150 and 280° and moderate course roughness exists in mountainous area.
PUERTO RICO: ★SAN JUAN ARPT-TOWER: Sept 8, trans & rcvrs 243.0 and 257.8 mc cmsnd.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To" Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Sept. 21, 1954 , check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont
Minneapolis, Minn., St Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB

GROUND

Aberdeen, S. Dak., (Saunders)
Abilene, Texas, Municipal
Albany, Ga.
Albuquerque, N Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky , Greater Cincinnati
Crestview, Fla
Cross City, Fla , 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex
Tulsa, Okla
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.
South Bend, Ind., St. Joseph Co.
Springfield, Mo., Municipal
Detroit, Mich., Willow Run

Revisions to Instrument Approach Procedures

NOTICE: **Starting with Vol 9 #11, (8-10-54) the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. Below are the ones contained in this issue. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less- 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2 engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.**

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN ALT (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENT- ERLINE EX- TENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	CRS AND DIST	MIN ALT				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
WATERLOO, IOWA Municipal Airport 870 BVOR-ALO-used as a TVOR TVOR-6 Effective date: 9/10/54 Amendment No. original Superseded No. none Major Changes: 1. new procedure				S side of crs 232 - outbnd 052 - inbnd 2300'- within 12 mi 2400'- within 25 mi	1700	052 0.3	2- engine or less T-dn C-d C-n S-dn 6 A-dn 4- engine or more T-dn C-dn S-dn 6 A-dn	300-1 800-1 800-1.5 800-1 800-2 	300-1 800-1.5 800-1.5 800-1 800-2 200-0.5 800-1.5 800-1 800-2	Within 0.0 miles climb to 2100' on radial 072° within 12 miles.
TVOR-12 Effective date: 9/10/54 Major changes: 1. new procedure				S side of crs 308 - outbnd 128 - inbnd 2200'- within 15 mi	1500	128 0.3	2- engine or less T-dn C-d C-n S-dn 12 A-dn 4 - engine or more T-dn C-dn S-dn 12 A-dn	300-1 600-1 600-1.5 600-1 800-2 	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles, make left climbing turn, climb to 2100' on 072° radial within 15 miles.
TVOR - 18 Effective date: 9/10/54 Major changes: 1. new procedures				W side of crs 348 - outbnd 168 - inbnd 2000'-within 12 mi 2200'-within 25 mi	1400	168 0.5	2- engine or less T-dn C-d C-n S-dn 18 A-dn 4 - engine or more T-dn C-d C-n S-dn 18 A-dn	300-1 500-1 500-1.5 500-1 800-2 	300-1 500-1.5 500-1.5 500-1 800-2 200-0.5 500-1.5 500-1.5 500-1 800-2	Within 0.0 miles climb to 2500' on radial 183° within 15. miles.
TVOR- 24 Effective date: 9/10/54 Major changes: 1. new procedure				N side of crs 072 - outbnd 252 - inbnd 2100'-within 15 mi 2300'-within 25 mi	1500	252 0.6	2 engine or less T-dn C-d C-n S-dn 24 TVOR A-dn 4 engine or more T-dn C-dn S-dn 24 A-dn	300-1 600-1 600-1.5 600-1 800-2 	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles, climb to 2300' on radial 232° within 12 miles.
TVOR-36 Effective date: 9/10/54 Major changes: 1. new procedure				E side of crs 183 - outbnd 303 - inbnd 2100'-within 15 mi	1500	303 0.3	2 engine or less T-dn C-d C-n S-dn 36 A-dn 4 - engine or more T-dn C-dn S-dn 36 A-dn	300-1 600-1 600-1.5 600-1 800-2 	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles climb to 2000' on radial 348° within 12 miles.

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: SIDE OF FINAL APCH. CRS. OUTBND AND INBND. ALTITUDES. LIMITING DISTANCES	MIN ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
CALVERTON, N.Y. **Peconic River Airport** **80** **VORW RVH (Riverhead)** **Procedure No. 1** **Effective date: 10/13/54** **Amendment- original**				**N side of crs** **058 - outbnd** **238 - inbnd** **1200'-within 10 mi**	**700**	**238** **2.0**	**2 engine or less** **T-dn** **C-dn** **A-dn** **2 engine or more** **T-dn** **C-dn** **A-dn**	**300-1** **500-1** **800-2** 	**300-1** **500-1** **800-2** **200-0.5** **500-1.5** **800-2**	**Within 2.0 miles...climb to 1700' on crs of 238° within 10 miles of Riverhead VOR.**

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (9-21-54)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN ( ) SIDE OF FINAL APCH CRS (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS AND DIST.	MIN ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
BUTTE, MONTANA Municipal Airport Procedure No. 1 Dated: 9/1/51	PROCEDURE CANCELLED effective date: 9/14/54									
BUTTE, MONTANA Municipal Airport Procedure No. 2 Dated: 10/15/51	PROCEDURE CANCELLED effective date: 9/14/54									
LONG BEACH, CALIF. Municipal Airport 56 SBMRLZ - DTV - LGB Procedure No. 1 Effective date: 8/6/54	Correct column 3 - Long Beach VOR to read: (this corrects AIRGI Vol 9, No. 10.)			237°, 2.5 miles.						
TYLER, TEXAS Pounds Field 544 BMRLZ - DTV - TYR Procedure No. 1 Effective date: 6/14/54	Correct remarks column to read: Within 1.6 miles climb to 2100' on east crs. 084° within 25 miles.									

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

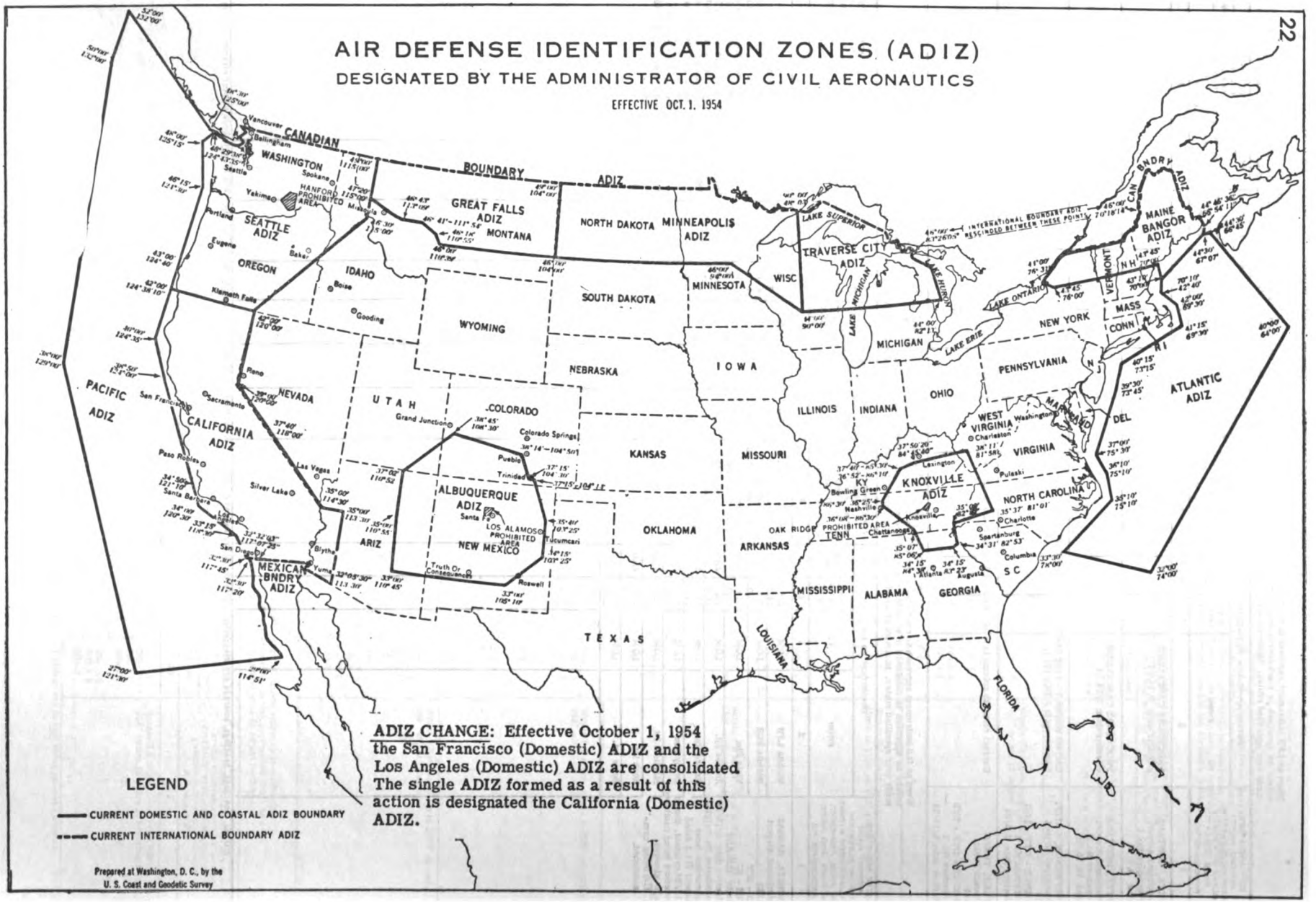
CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM. FREQ AND IDENT. LOM. FREQ AND IDENT. PROCEDURE NO	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER- CEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTAB- LISHED UPON DESCENT TO AUTHOR- IZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS AND DIST.	MIN. ALT.			AT OUTER MARKER	AT MIDDLE MARKER	CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	TYPE OF AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
WICHITA, KANSAS Municipal Airport 1332 ILS - ICT LOM - IC Comb: ILS-ADF Effective date: 9/15/54 Amendment No. original Supersedes: None Cancels 511.2 dated 7.12.54 original, due to procedure being combined Major changes; 1. ILS being commissioned.	Wichita LFR	LOM	235 11.0	2500	W side of crs 190 - outbnd 010 - inbnd 2500' - within 10 mi account ATC. Procedure turn non-standard to avoid McConnell AFB	2500	2357 4.9	1526 0.6	2 engine or less			Within 0.6 miles...climb to 3000' on N crs ILS, intercept and proceed on NW crs to ICT/LFR within 25 mi, or when directed by ATC, make 180° left turn, climbing to 2500' on 216° radial of ICT VOR. Caution: Bimultaneous approaches being conducted on Derby Rbn to McConnell AFB. 2449' tower 9.0 miles NNW airport. Air Carrier Notes: *200-0.5 if in accordance with CAM 40.406 (6) (1) Note 7.
	Wichita VOR	LOM	163 10.0	2500					T-dn	300-1	300-1	
	Viola Rbn	LOM	039 14.0	2500					C-dn	500-1	500-1.5	
	Anness Int.	LOM	068 13.0	2500					S-dn	300-0.75	300-0.75	
	Oxford Rbn	LOM	324 26.0	2500					*ILS ADF A-dn	400-1 800-2	400-1 800-2	
	Derby Rbn	LOM	277 9.0	2500					2 engine or more			
	Mayfield Int.	LOM	010 21.0	2500					T-dn C-dn S-dn 1 *ILS ADF A-dn		200-0.5 500-1.5 300-0.75 400-1 800-2	
	Rock Int.	LOM	290 25.0	2500								
	Rome Int.	LOM	330 23.0	2500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (9-21-54)

AIR DEFENSE IDENTIFICATION ZONES (ADIZ)

DESIGNATED BY THE ADMINISTRATOR OF CIVIL AERONAUTICS

EFFECTIVE OCT. 1, 1954



ADIZ CHANGE: Effective October 1, 1954 the San Francisco (Domestic) ADIZ and the Los Angeles (Domestic) ADIZ are consolidated. The single ADIZ formed as a result of this action is designated the California (Domestic) ADIZ.

LEGEND

——— CURRENT DOMESTIC AND COASTAL ADIZ BOUNDARY

– – – CURRENT INTERNATIONAL BOUNDARY ADIZ

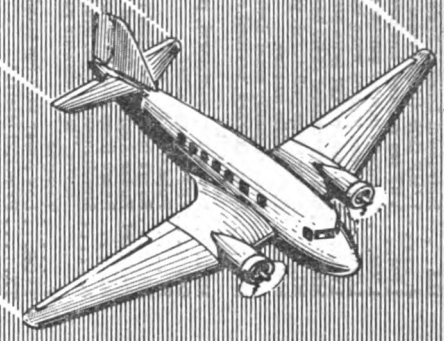
Prepared at Washington, D. C., by the U. S. Coast and Geodetic Survey

SPECIAL NOTICE
Changes in Instrument Approach Procedure Minimums. See p. 73

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See pages 72 and 74

SAVE THIS ISSUE

AIRMAN'S GUIDE



SPECIAL NOTICE
Chart Corrections
See page 75

SPECIAL NOTICE
Dates on Coast and Geodetic A&L Charts: p 87

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 88

RADIO FACILITY DATA Page 2
DIRECTORY OF AIRPORTS Page 26
NOTICES TO AIRMEN Page 72

VOL. 9, NO. 15 . . . OCTOBER 5, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OCT 8 1954

OLD PHONETIC ALPHABET

A	ABLE	·—	J	JIG	·———	S	SUGAR	···
B	BAKER	—···	K	KING	—·—	T	TARE	—
C	CHARLIE	—·—·	L	LOVE	·—··	U	UNCLE	··—
D	DOG	—··	M	MIKE	——	V	VICTOR	···—
E	EASY	·	N	NAN	—·	W	WILLIAM	·——
F	FOX	··—·	O	OBOE	———	X	XRAY	—··—
G	GEORGE	——·	P	PETER	·——·	Y	YOKE	—·——
H	HOW	····	Q	QUEEN	——·—	Z	ZEBRA	——··
I	ITEM	··	R	ROGER	·—·			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	·—	J	JULIETT	·———	S	SIERRA	···
B	BRAVO	—···	K	KILO	—·—	T	TANGO	—
C	COCA	—·—·	L	LIMA	·—··	U	UNION	··—
D	DELTA	—··	M	METRO	——	V	VICTOR	···—
E	ECHO	·	N	NECTAR	—·	W	WHISKEY	·——
F	FOXTROT	··—·	O	OSCAR	———	X	EXTRA	—··—
G	GOLF	——·	P	PAPA	·——·	Y	YANKEE	—·——
H	HOTEL	····	Q	QUEBEC	——·—	Z	ZULU	——··
I	INDIA	··	R	ROMEO	·—·			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data

* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
Cl. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled

DME. . Distance Measuring Equipment
FM. . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . .VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . Compass locator when installed at outer marker site
LVOR. . Low power VOR (with standby equipment)
MH. . . . .Non-directional radio beacon (homing) power less than 50 watts
ML. . . . .Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . Low frequency omni-drectional range
MRA. . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . .Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . .VHF outer marker
P . . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (6-24)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(10-5-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22,31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight and Whitted Airports. PPI not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 121.5, 137.88, 243.0, 363.8 mc	ASR	

INSTRUMENT LANDING SYSTEMS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

L5 = Instrument Approach (neon)
L7 = Hi-intensity Approach Lgts
(W) = Without voice

→ = New or revised data
(BC-unusable) = Back course unusable

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont. dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR	13.75	272 BU	Twr voice trans on LMM fac interrupts the LMM ident. LMM lctd 0.5 mi. LOM is Canoga Park MHW
Fresno Air Terminal (L5)	110.3	FNO	335	283	0.7	201 NO	4.44	208 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	272 GB	5.38	254 LC	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	270	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	350 SA	
→ San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	41	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
→ Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	ACS	333.8	348	0.65	221 GS	5.0	233 AG	BC-unusable
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi, LOM lctd 6.11 mi
Macon-Cochran	108.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	367 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.7	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	31	0.69	308 IN	4.44	293 UIN	LOM is BMH fac
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.14	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	11	0.79	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	202	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac
→ Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.17	212 SD	
LOUISIANA: Baton Rouge- Ryan	110.3	BTR	335		0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8		0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	35	0.65	201 LU	4.69	219 ML	

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEC. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont. dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
LOUISIANA: New Orleans-Moisant Intnl (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7 W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	218 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3 W	INR	335	155	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	355	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist. 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BC	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LC*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	43	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi, LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVC	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins Arpt. (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	Voice on LOM readable 6 mi.
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45		BC-unusable
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	

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LOCATION	LCLZR FREQ (MC)	LCLZR IDENT.	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. •& — **miles (statute)	LMM Freq/Ident (KC)	OM (cont. dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		
Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac; LOM is MHW fac
Reading-Gen Spaatz Arpt (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 CR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington Arpt	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	[redacted]
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),# ,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
[redacted]					
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	BU	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3)Coalinga	VORW	CLG	114.5		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	305;V;121.5,126.7,122.2	(3),#,255.4	54 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
(3)Fillmore	VORW	FIM	112.5		DME
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	206		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		Test basis
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5,122.2, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,142.74, 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5,122.2,126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2, 255.4	(3),#	2[illegible] A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3,132.3,301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,126.7, 122.2,255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3), #	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	[redacted]
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,.26.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,1[illegible]6.7, 122.2	(3),#,[illegible]5.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	11[illegible].7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	2[illegible];V;126.7,122.2, 255.4	(3),#	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2 , 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	(2),#	
"	Center		120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DMF
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V; 121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3,121.5,126.5, 136.8,137.88,142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valparaiso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;125.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	315		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
"	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton INSACS-Atlanta	SBMRLZ-DTXV	CPN	314;V;126.7,122.2, 121.5	(3),#	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	[redacted]
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	EMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 233 A 326 N
(1)Pocatello	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2200)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),# ,255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 173 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),# , 255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR- DTV	UIN	115.6;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5,257.8	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.7,124.9	#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scot land	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
(3)Waterloo	VORW	ALO	116.4		
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-TV	GLD	115.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
"					
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8,236.2	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 363.8	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (10-5-54)

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		[redacted]
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7; 263	(3),#,255.4	75 NY 165 BN 255 AB 345 YA
Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		[redacted]
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	*MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" "	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
" Barksdale AFB	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 129 N 230 A 309 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		[redacted]
(3)Princeton	VORW	PNN	114.3		[redacted]
Rockland	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME *test basis
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0530-2230)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2, 126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7,255.4	(3),#	
" Bishop	AC(g)		278;119.1,121.5,243.0,257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 110 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	SGW	212;V;121.5,122.2,126.7,255.4	(3),#	
[redacted]					
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7; 278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7,122.2	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385		71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	45 A 126N 225 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7; 296	(3),#,255.4	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7	(3),#,255.4	
NEW HAMPSHIRE					
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	ATY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	230		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo.bcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (10-5-54)

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	43 A 142 N 223 A 322 N
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;126.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 235 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	MRLWZ	SWF	335		62 A 124 N 242 A 304 N
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 131 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
" "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(3) "	VORW	AVL	115.1		Test basis
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		396;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC		219;119.1,121.5,126.18	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
[redacted]	[redacted]		[redacted]	[redacted]	
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVI	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 152 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0730-2330)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2 ,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor, category (3) 2300-0600		
Mannsville (A)	HW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 152 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME (test)
" AFB	AC(g)		278;118.3,126.18, 121.5	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3),#,255.4	[redacted]
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7,122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7,122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7,122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2,126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2,126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4,122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		[redacted]
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3,142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,121.5	(3),121.5,255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2,255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4,122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7,122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1,121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn.	SBMRLZ-DTV	BYT	212;V;121.5,126.7,122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	365;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7,122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,142.74, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sundays)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	200;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10-5-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NKS	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	113.3		DME
Sweetwater	CI		393;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		206;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,2578	(2),#	
"	Center		120.3 ,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 256 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2 , 121.5	(3)-135.9 ,#	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 250 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	8 A 98 N 188 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 310 A
"					
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
" Arpt	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea.only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Spgs	MH	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(.)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRS	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)	→	278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)	→	272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364 →	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, [redacted]	121.5,122.1, 126.7;6567, [redacted]	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS - LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1 NW;RR NE	1058	2	28-*L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	L	1.5 SW	685	2	32-S1		N,S blkd.
(PC)Andalusia	L	2.6 S;hwy W	340	2	21-(S1)	(F1)	
" Municipal	L	5.5 E;hwy S	330	2	38		when wet.
(P)Anniston	P	5.5 SSW;hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft
(AF)Anniston, Talladega	P	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E;hwy 1 N	774	3	h40-B*L4-S5	F2	5050' strip avail.
Bessemer, Durham	L	2.5 SW;RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-BL6, 7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. N,NE blkd. Rnwy 8-26 clsd.
(PC)Brewton	L	3.5 S;riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3 NNW;hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW;hwy SSE	581	1	20		
Chickasaw	L	1 W;RR 1 S	39	1	21		Rgt tfc W.
Clanton, Gragg	L	1.8 NE;crk S	593	2	26-B		ENE,SE blkd.SE end ruf.Soft-wet.
Columbiana	L	1.5 WNW;RR S					Ctn-not maintd. ABANDONED.
(PC)Courtland	P	1.8 W; RRs NE	588	4	h50-S1	F1	
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE;hwy W	591	2	h40-*L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW;hwy S	330	3	h40-BL4-S3-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys.
(P) " Napier	L	7.5 NW;RR S	397	3	h45-(S5)	(F1)	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula, Weedon	P	4.3 NNE;hwy E	275	2	34-S3	F1	
Eutaw	L	2 SE;hwy N	160	1	23		Rolling. Cattle on fld.
(P)Evergreen, Middleton, 20. MSY-ATL	P	6 WSW	258	2	h40-BL4-W		
Fairhope, Klumpp	L	3.1 E;rds S,E	110	1	19	(F1)	
(PC)Fayette	L	2.2 NNE;hwy W	364	2	24		
Flomaton	L	2 NNE;hwy W	240	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE;lk S	579	1	20-S3	F1	Unlgtd poles on race track.
Foley, Oak	P	6 S;hwy E	35	2	20-S5	F1	S,W ends strips soft when wet.
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW;RR NW	905	1	18		
" De Soto Park		6 NE					ABANDONED.
(PC)GADSDEN	P	5 SW	554	2	h48-BL4-S5	F4	
" Goodyear	L	3.5 ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE;hwy NE	478	2	22	F1	
(PC)Guntersville	L	3.8 NNE;hwy W	609	1	25		
Haleyville, Lakeman		5 NE					ABANDONED.
(PC)Headland	L	2 ENE;hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S;RR E	619	2	h46-*L4-S3-W	F3	Use rnwys.
Jasper, Walker County	P	2.2 NNE;RR W	496	3	31-S3	F1	P-line NW.
Lafayette	L	1.4 NE;hwy W	850	1	18		
Lanett, Valley	P	2 SE;riv N,E	564	2	31-*L4-S5	F1	NE/SW Strip clsd-const.
Livingston, Jackson	L	1 N;RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W;bet rds	217	3	h51-BL4, 6-S5-W	F4	
" Davis	P	13.5 SW	180	2	18-S1	F1	
Monroeville, Lee	L	4.7 SSW;hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE;hwy W	175	2	29-S5	F3	Ruf spots. E blkd.
(P) " DANNELLY	P	7.5 SW;hwy N	219	3	h70-BL4-65-W	F4	Use rnwys. Obstn lgts NW side fld are approx 15-25' below level of trees NW end NW/SE rnwy.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S5-W	F3	
Phenix City	L	2 N;riv E	433	1	22		
Prichard, Skytrail	P	2.5 NW;RR NW	52	1	17-S5	F1	No storage.
Russellville, Wood Dearing	L	4 E	762	2	20-(S1)	(F1)	SE,NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW;hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW;riv SSE	123	1	23		INACTIVE.
(AF)SELMA, Selfield	P	4 ENE;RR S	136	3	h43		2-way rdo rqrd during AF operns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S;riv NE	200	2	29		
(PC)Troy	L	5 NNW;hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW;RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	P	1.2 SW;hwy ENE	498	2	26-S3	F1	Rolling
Tuskegee, Moton	P	3 N;hwy W	270	1	40-(S3)	(F1)	Atnd Sunday only.
(PC)Wetumpka, Elmore	L	7 W;hwy N	196	1	26-*L4-(S3)	(F1)	Ctn-not maintained.
Winfield		0.5 SSW;hwy NE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	P	0.5 SW;RR N	280	1	16-S5	F1	No storage
Scottsboro, Wood	L	2.1 ENE; RR W	650	1			

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	P	5 N;RR NE	1458	3	h63-BL2		
Amado, Kinsley Ranch	L	2.2 NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8 SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Benson		2 ESE;RR N					ABANDONED.
Bisbee		5.5 SSE;RR W					ABANDONED.
Bowie	L	1.9 W;RR N	3800	2	20		
Buckeye-Stephens	P	0.8 WNW;hwy S	980	1	26-S5	91	E,W blkd.
Bullhead City, Bullhead	L	1 N;riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E;rd S	1450	2	35		P-line W.Surd by mtns.Vegetation. Ruf.
Cameron	L	1.8 NE;riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		
" Three Point	P	1.5 NNW;hwy E	1389	4	40-L4-S1	F3	2600'N/S Strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE;RR W	1236	2	30-S5	F3	P-line NE.
" Riggs	L	6 SSE;rd W	1300	1	26		P-line SSW,vegetation on NE end.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride, Shep's Pleasant Valley	L	3.8 WSW;hwy W	3600	2	23		Rolling,Cattle on fld.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	46-BL4-S5	80	Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	2	52-B*L4		P-line E.
Colfred	L	1.6 ESE;RR 1 N	345	2	h40		Ctn-access is by poor desert trail.
Coolidge	L	1.7 S;hwy W	1450	1	32		P-lines NW.
(PC) " -Florence	P	6 SE	1587	3	h56-S1	F3	No storage.
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N;RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	20		Ctn-not fenced.
Douglas	P	2.5 E	4181	3	h41-L24-S5	F3	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5 NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd.ARPT OF ENTRY. Tfc pat alt 1000'.
(PC)Duncan	L	2.3 SW	3878	2	35		
Elfrida	L	1 SE;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5 SSW;hwy W	7010	1	63-BL4-S1-W	F3	98 oct avail.
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	0.7 SW;hwy E	1900	1	52		Rolling, Hill NNE.
Fredonia	L	1 NE;hwy W	4800	1	34		Rolling,Cattle on fld.
Ganado	L	1.5 S;rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW;RR W	858	3	h62		
" Gila Gin	L	6.9 WNW;riv NNE	750	1	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	L	13 NW;riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E,W.
" Thunderbird #1							ABANDONED
(PC)Globe, Cutter	L	7.3 ESE;RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE;hwy W	3600	1	29		Surd by mtns,Rolling,ruf,Soft-wet,Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	80	
(PC)Hackberry	L	6.4 NW;hwy S	3390	2	h60		Ctn-hazardous,Cattle-fld.
Hayden	L	1.2 S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2 NNE;hwy SE	5241	2	48-BL2		Strip soft.
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	53		Ctn-erosions. Soft when wet.
Kelvin	L	0.5 E;RR S	1875	1	21		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5 NE;RR NW	3446	3	h68-BL4-S3	F3	Lgts on req.
" Searchlight Ferry	L	37 NW;riv W	672	1	30	F1	
" Temple Bar	L	61 NW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 E;rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;riv SW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
			ARIZONA				
(PC)Marble Canyon	L	0.3 SW;bet hwy,riv	3580	1	41	F3	Deep canyon SW.
" Cliff Dwellings	P	10 SW	4210	1	27		
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED. Hazardous.
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	Rgt tfc S. ARPT OF ENTRY.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches adj to strip. E blkd.
Parker	L	1 ENE	450	3	32		Ctn-gopher holes & weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	L	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S5	F2	Soft.
" Paradise	P	8 NNW;canal S	1245	4	32-S5	F4	P-line E. rqrd. Rgt tfc rnwys 26R, 8R.
(MG) "-SKY HARBOR	P	2.8 ESE;RR N	1124	3	h78-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
" South Phoenix	P	3 SSE;riv N	1100	1	26-S5	90	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2483	3	32		Ctn-downdrafts. On high mesa.
Polacca	L	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8 NE;RR E	5042	2	h76-BL2,4-S5-W	F4	Hill S. Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	L	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2400	2	42		
Round Rock	L	0.5 S;rd NW	5600	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	P	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1 NW;hwy S	5560	2	45		
St. Michaels, Window Rock		See Window Rock Arpt under New Arpts.					
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE(south)blkd.
" 27B, LAX-PHX	P	15.8 SSE;rd N	1362	2	41-BL2		
San Simon		1.1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N,NW;fence WSW.
Sells	L	2 NW;hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2 ENE;hwy S	6412	2	43	80	
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7000	3	50-BL4-(S1)	(F2)	E/W strip ruf.
Superior	L	2 WSW;hwy N	2600	2	19		NNE blkd. Mtns WSW.
Tempe	L	1.2 SW;RR E	1160	3	27-S5	F3	P-lines E, ENE, ESE, WNW.
" Sanders	P	5 SSW;RR E	1240	1	26-S5	87	N,S blkd.
Tes Noe Pas	L	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;canal NW	740	2	39		
Toltec	L	0.4 NNW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	L	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah		0.2 SE;rd N, W					(ABANDONED)
" Webb	L	2.5 E;rd S	1125	1	28		P-line SSW.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	P	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip. Rolling.
Tuba City	L	1 WSW	5000	2	20		115/145 & jet fuel avail. Rnwy 17-35
(P)TUCSON	P	7 S;RR W	2630	2	h120-BL4-S5-W	F4	P-line WSW. Rolling. perm clsd.
"-Compressor	L	25.9 WNW	2000	1	30		N blkd;p-line NW,Ctn-erosion,weeds.
" Downtown	L	1.4 S;RR SW	2490	3	39		P-lines W, SW, NW end ruf. 4000'
" Gilpin	P	4.2 NW;RR W	2200	4	55-L4-S1	F2	NW/SE Strip lgtd.
" Ryan	P	13 WSW;hwy S	2425	3	h25-S1	F2	P-line SSE. Vegetation. Soft-wet.
" Thunderhead	L	15 ESE;rd W	2885	1	31	(91)	
Tuweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	P	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	L	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation Surd by mtns.
Wickenburg	L	15 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2400	1	26		Ctn-cattle, autos. Uphill lndgs, downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	P	4.4 WSW;hwy N	2500	1	32	F2	Hills SW. Uphill lndgs to SW. Tk-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	L	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	P	2 WSW;RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	L	15.5 W	5500	1	35		Cattle on fld.
" Leupp Junction	L	10.4 WNW;RR S					ABANDONED.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
			ARIZONA				
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE;wind-mill SW. Ruf.
(PC)Yucca	L	1.5 NE;RR W	2030	2	h60		
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h86-BL4-S5-W	F3	Rgt tfc rnwys 17,26. Tfc pat. alt within 3 mi rad tus, 600' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14 SSE	275	2	h37		
" Aux #4	L	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		
" Marsh	P	0.7 E;riv N,NE	130	1	39-S5	F3	Rgt tfc N.
		NEW AIRPORTS (or airports out of alphabetical alignment)					
Tucson, Cielo-Terra Guest Ranch	P	13.5 N;hwy W	2650	1	30	80	
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E,NE-hazardous. Tk-off SW or W. Soft-wet. Use strips.
Phoenix International Harvester Proving Ground	L	11 S	1234	1	41		
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
			ARKANSAS				
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	P	3 W	208	3	h45-S5	91	DANGEROUS-Soft at all times.
Arkadelphia, 24, DAL-LOU	P	1.5 ENE;RR NW	186	4	40-BL2-S5	F2	
(PC)Batesville	P	3 S;hwy E	464	2	h28-BL4-S1	87	P-line W.
Beaver, Shields	L	1 NW;riv SW	880	1	28		Use strip.
(PC)Benton	P	1.6 W;hwy N	300	2	19-S3	F1	N blkd.
(PC)Bentonville	P	1.5 SSW;hwy E	1296	1	27-S3	F1	
" State Line		9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB		Arpt now Air Force installation					
(PC)Brinkley, Federer Mem'l	P	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto. E ruf.
Cabot, Bailey	P	0.5 W;RR, hwy SE	305	2	16		
(PC)Camden, Harrell	P	4.5 NE;hwy W	128	2	h36-BL4-S5	F3	
Carlisle	L	0.5 S;hwy N	235	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5 E;hwy S	425	2	30-BL4	F1	Caution-wet.
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5 SE;rds NE,W	309	2	32-B-S5	F2	Caution-wet.
Corning	L	0.7 W;hwy N	290	1	16		N blkd. Use caution.
Cotton Plant, Overholt	P	3 W;hwy S	250	3	26-S1	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6 NE;RR W	181	2	22-*L-S5	F3	
Dewitt, Commercial	P	3 W;RR N	196	2	26-S5	F3	ENE, E blkd. Use strips.
El Dorado	P	1.5 S,rds E, W	265	2	24-*L-S5	F3	
(P) "-GOODWIN	P	8.6 W;hwy S	277	3	h51-B*L4-S3-W	F3	Use rnwys.
(P)Fayetteville	P	4 S;hwy W	1251	4	h30-B*L4-S5-W	F3	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL2,4-S3-W	91	
(NG)FORT SMITH	P	4 SSE;RR S	464	2	h53-BL4,6-S5-W	F4	Use rnwys.
(PC)Gurdon	P	0.2 NW;rd N	229	2	24-(S1)	(87)	Use caution when wet.
(PC)Harrison	P	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F3	
Hasty, Smith	L	3.3 SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8 WSW;RR N	229	2	h45		Use rnwys.
" Fowlkes	P	1.7 E;RR N	225	2	21-S3	F3	N,S blkd;p-lines ENE,WSW. Ctn-wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B-S3	F1	No storage.
(PC)Helena, Thompson-Robbins	P	6 NW;hwy S	241	3	h36-*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5 NW;RR E	359	3	h55-*L4-S5	F3	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3 SW;hwy N	525	2	h41-BL4-S5	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	L	0.5 ENE;hwy W	225	1	15		
(PC)JONESBORO	P	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	L	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet.
(NG)LITTLE ROCK, Adams	P	2.5 ESE;rd N, E	257	6	h70-BL4,6-S5-W	F4	P-line N. House N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	1	20-L4		Ctn-wet.
Malvern, Harlas	P	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman		0.6 S;hwy N					(ABANDONED)
(PC)Mena 41, NEW-MKC	P	2 SE;hwy NE	1069	1	45-BL2		
Monticello	L	2, 2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	16	F1	Ctn-rolling. Downhill N.
Nashville	L	2 N;rd E	450	2	19-(S1)	(F1)	

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	P	6 ENE	237	4	h50-S5	F3	Use rnwys.
(PC)N. Little Rock,Central	P	5 ENE;hwy S	255	2	35-S1	F1	Caution-wet,Cattle-fld.
Ozark, Whitman	P	1.2NNW;hwySW	600	2	25	(F1)	
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE,Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF, Grider	P	5.3 SE;hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5 N;hwy W	215	3	26	F1	
Pocahontas	L	2 SE;hwy W	280	2	38	(F1)	
Prescott	L	2.8 SW;RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno	L	2.7 SSW;RR NW	290	1	h23		Gravel pile S end.
Rogers	L	2.7 N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8 NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3 N;hwy W	350	2	23-*L3-S5-U	F3	P-line SE.
(PC)Searcy	L	2.8 S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ	P	2 W;hwy S	1183	3	25-*L4-S5	F1	
(PC)Springdale	P	0.8 SSE;RR W	1352	2	26-*L4-S1	F1	
(PC)Stuttgart	P	7N;hwy E	223	4	h50-L4-S5-U	F4	
" Dockery	P	1.5 NNW;hwy E	214	2	24-S5	F3	N,S blkd. Soft when wet.
(P)TEXARKANA	P	4 NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
(P)Walnut Ridge	P	4 NE;RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5 W;hwy N	215	2	17-S5	F3	P-lines E,NE,W. Rgt tfc E,NE.
" Farmers	P	3.2 W;hwy N	210	1	26-S3	F3	Caution when wet.
" Levee	L	2.4 E;RR N	215	1	24		CLOSED.P-lines N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Texarkana,Mack's	L	4SE;RRN	390	2	18-S3		SW blkd.No storage.
(PC)Magnolia	P	3 SSE	313	1	h36-BL4-S3	F3	
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11 WNW;lk N	2865	4	h37-L-S3	F3	No storage.
" Gray Butte	L	15.3 W	3015	4	h37		
" Sun Hill Ranch	L	13.1NNW;hwyE	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW;hwy S	4228	1	29		Ruf-weeds.Too soft for use-wet wea.
Aguanga, Stardust Ranch	L	3.4 NW;hwy W	1750	1	20		Hill E.
Alpaugh, Von Glahn Ranch	L	7.2 NW	191	3	28		N,NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	P	1 W;RR S	4391	3	h35-S1	F2	P-line NE,SW.Soft when wet.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar	L	1 S;hwy E	435	1	22		CLOSED-CONSTRUCTION
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd;p-lines NW;hills N,S,E,W.
Apple Valley	P	0.2 N;hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW;RR E	135	1	25		P-line E. Rolling. Soft when wet.
(P)ARCATA	P	7.6 NNW;ocean W	217	2	h60-BL4&7-S5-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	P	1.6 ESE;rd S					ABANDONED.
Artois, Varney	L	1.2 NW;hwy E	175	1	20		N blkd.
Atwood	L	0.6 W;RR,hwy N	235	1	15		
(PC)Auburn	P	3.8 N;hwy 1 W	1510	2	31-BL2-S5-U	F2	Soft when wet. Electric ear.
Avenal	L	0.3 W;hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E,S,SE. Soft when wet.
Bagdad	L	1S;hwy N	700	3	38		Use with caution.
Baker, Brown	L	0.8 N;hwy S	940	1	25		Caution-very ruf.
Bakersfield	P	2.8 S;hwy W	378	1	h30-S3	F2	CLOSED Sat,Sun.
(P) " -KERN CO. #1	P	4.4 NNW;RR W	515	3	h59-BL4&-S5-W	F4	TV antenna E,SE,S.
" Pumpkin Center	P	7S;hwy S					ABANDONED.
(PC)Banning	P	1 SE;RR N	2190	1	h52-BL4-S1	F2	
Barstow	P	1.8 N;hwy S	2150	3	28-L4	F2	P-line N;h;ll NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW;tk-off SSE,Surd by mtns,Ruf.
Beckwourth, Plumas Co.	P	1.2 E;RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower	P	1.2 NE;riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW;hwy E	17	2	19		SSE blkd;p-line ESE. Rgt tfc NE.Horses on fld. Soft when wet.
Bieber	L	1 NE;hwy S	4155	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW;hwy S	6750	1	37		Use at own risk. Hills N,S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8 ENE;riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-W		P-line NNW.Rolling.
(P)BLYTHE, 21 LAX-PHX	P	7W;hwys S	397	4	h69-BL4-S5-W	F3	
" Heron	P	1.2 E;hwy N	265	1	25-L-S5	F2	P-lines N.
" Skyway	L	13.5 W;hwy S	565	2	18		Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall, Shearer's Ranch	L	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5SE;hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW,Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW;rd W	810	1	28		SSE,NNW blkd. Use caution.
Boulevard, J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE;rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW;hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport,Bryant	L	0.3 NNE;lk N,W	6465	1	31		P-lines S,W.Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW;RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft. 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S;hwy W	275	1	17	F1	
Calexico	P	1.2 W;riv N	SL	2	36-S5	F3	Rgt tfc W. NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW;hwy S	-180	3	40-(S1)	(F2)	ENE,SE,WSW,NW blkd.
Calistoga	P	0.2 ENE;RR S	365	1	h23-*L4-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1 SE;hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE;hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Canby, Mead	L	0.5 S;RR W	4300	1	23		Soft when wet.
Canoga Park	L	1.1SSW;RR ENE					ABANDONED.
Carlsbad	P	2 ENE	300	1	17-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE;RR SW	220	1	20-S1	F2	Rgt tfc W.Minor rprs avail in emerg.
CATALINA ISLAND Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N;hwy W	4610	1	h36		
Centerville, Center	P	2.1 SSE;hwy N,W	39	1	20-(S1)	(F2)	P-line WNW.Atnd wk-ends only.
Chester	P	1.5 SSW;hwy NW	4525	2	53-S5	F2	ENE,SSE,WSW blkd.
(PC)CHICO	P	6 N;hwy E	237	2	h67-BL4-S3-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7 SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2 WSW;hwy NE	173	1	22-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E.NE. Ctn F51 and C54 acft operg in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	L	0.8 SE;RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont, Cable-Claremont	P	1.8 ENE;hwy S	1400	2	33-BL4-S5	F3	ENE blkd.
Clarksburg, Borges-Clarksburg	P	2.4 NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N;hwy E	714	3	h52-S1	F2	
Colusa	L	1.2 SW;hwy N	47	1	26-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	L	2.2 SW;hwy N	45	1	23		CLOSED WINTERS. N,S blkd. Soft-wet
Compton	P	1.5 SW;hwys E,W	90	3	h20-BL2-S5	F3	Rgt tfc E.3500' strip avail.W blkd.
(PC)Concord, Buchanan	P	1.5 NW;hwys N,S	22	3	h50-BL4-S5	F4	P-line WSW.
Corcoran	P	1.3 WNW;hwy S	197	1	37-BL3-S1-U	F2	P-line NW. Ctn-weeds.
" Baldwin	L	2.7 NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE;RR,hwy W	205	1	29-L*1,3-(S1)	(F3)	Twr NNW.
(PC)Corning	P	1.3 NE;hwy W	300	1	24-B		
Corona, Thursby's	L	1.3 NE;RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N;hwy E	3380	2	26		E/W strip under const. (ABANDONED)
Costa Mesa, Balboa Bay		1.3 WNW					P-line ESE.
Cotati, Waldo Rohnert Co	L	0.6 NE;RR E	117	1	h18		Hill WNW. Caution-wet.
Covelo, Round Valley	L	0.7 SW;crk NE	1385	2	30		Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxiing only. Ctn-rocks & telephone wires end Rnwy 35.
(P)CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-B*L4-S2-W	F2	
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW;RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Cypress	P	1.3 ESE;RR SW	60	1	19-S5	F2	P-line NNE. Rgt tfc SSW.
Daggett 13,LAX-AMA	P	5 E;RR S	1927	2	h64-BL2-W		
Darwin	L	0.6W;hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E;RR N	28	1	23		Soft when wet. Caution-holes.
" University	P	2.4 WSW;crk S	65	3	h37-B-S5-U	F2	SSW blkd;p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W;hwys E,N	2037	1	23		Rgt tfc N.
Delano, Dunlap	L	7.5 ESE;RR W	525	aw	h20		S blkd. Stay N of p-line. Ctn-equip on fld
(PC) " -Kern Co. #3	P	1.5 SE;RR,hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1 NNE;riv NW	11	1	h25-*L4-S1	F2	Rgt tfc W. Unlgtd p-lines E,W.
Desert Center, 17, LAX-PHX	P	4.5 NE;hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE;hwy W	900	1	45		
Dinuba, Alta	P	4.5 E;RR S	360	1	34-L4-S1	F2	P-line NNW.
Dixon	L	1.8 NNE;hwy NW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW;RR E	4239	1	23		
Dos Palos, Eagle	P	6.5 SW;canal S					(CLOSED-CONSTRUCTION).
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5 SSE;hwy W	100	1	h39		Rgt tfc SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
← (PC)Dunsmuir. Mott. 25B. SFO-SEA	P	3.7 N;hwy W	3229	1	28-L2-S1		Code bcn. P-line NNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S;hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE;hwy SW	275	1	16		
Edwards, Pancho Barnes	P	6.4 SW;rd N	2340	3	36-L-S5	F2	
El Centro, Eshelman's		2.5 S					(ABANDONED)
El Monte	P	1 NNE	300	1	h20-BL3,4-S5-U	F2	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE;lk SW	1256	2	32		P-line N;hill W. Soft when wet.
← Escondido	L	1.5 W;RR, hwy N					ABANDONED
Essex	L	2.7 NNE;RR E	1850	1	49		
← (PC)Eureka	L	2 W	20	1	h24-S5	F2	
← "-County	P	3.6 ENE;hwy N	5	1	h14-L4-S5	F2	Rgt tfc NNW,W.
Exeter, Pruner	L	3 SSW;hwy E	340	1	24-*L4		
← Fairfield-Suisun	P	1 E;RR N	7	1	30-S5	F2	N blkd;p-lines S,WSW. Soft when wet.
Fair Oaks-Phoenix	P	3.5 ENE;riv E,S	220	1	23-S1	F2	Rgt tfc to NNE.
← " -Sky Nook	L	2.3S;RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N;hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	L	4 E;hwy N	645	aw	h45		
Fontana	L	3.5NNW;hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4230	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N;lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW;ocean W	65	1	h24		
" White	L	1 NNE;riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW;rd E	2728	1	38	(F1)	Surd by mtns.
(P)Fortuna, Rohnerville	P	3.3 SSE;rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	L	5.5 SSE;RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(P) " -AIR TERMINAL	P	4.8 NE;RRS,E	331	2	h70-BL4,5,6-S5-W	F4	Rgt tfc pat., rnwys 29,25. Use rnwys.
← " -Chandler	P	1.8W;hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc Rnwy 11.
" Furlong	P	6.5NW;canal NE	285	2	30-S5	F2	P-lines NNW, SSE, NW.
" Sierra Sky Park	L	8 NW;riv N	325	1	18		Ctn-weeds, pipe SE end strip. SE blkd.
(PC)Fullerton	P	3 W;hwy S,N	93	1	21-BL4-S5	F3	Hill SE.
Furnace Creek	P	0.5N;hwy W	-178	2	37-S1	F3	CLOSED Rolling gravel. Rgt tfc S,SE.
FURNACE CREEK, 17, RIV-DLA	P	1.5 N	-211	1	h57-BL4-S1-W	F2	Closed Summers. Use rnwy
← (PC)Garberville	P	1.5SW;riv SE	545	1	22-S1	F2	Rgt tfc NNE. Soft when wet.
Gardena-Valley	P	2 NW;RR N					ABANDONED.
Gasquet	L	1 W;hwy S	390	1	28		Hill WSW.
← Glendale, Grand Central Air Terminal	P	2.2NW;RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N;hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W;hwy N	2600	1	18	F2	Rgt tfc strip27. P-line WNW. Rolling.
" MacBoyle	L	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW;hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E;hwy NW	120	2	23		
(PC)Half Moon Bay	P	5.5NW;hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2SE;hwy S	247	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W;hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N;lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW;hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E;RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2E;rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW;RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
← Healdsburg, Alexander Valley	L	3.7 ENE;riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW;RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5 WSW;RR SE	1502	2	50-L4-S5	F2	h2330 rnwy avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW;RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N;hwy E	229	2	h43-*L4-S5	F2	
← Holtville Aux.	P	13.5 E	110	1	h40		CLOSED.
" McKim Ranch	L	5 NW;riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E;RR W	105	1	14		S blkd, Soft-wet, Drop N end.
Huntington Beach	L	1.8 SE;ocean S	4	1	18		CLOSED, Soft-wet, Eng repairs only.
(PC)IMPERIAL-COUNTY	P	1 S;hwy E	-58	1	h44-BL4-S3	F3	NNW blkd.
← Independence	P	0.9N;hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE;hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8 ESE;hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1 WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW;hwy S	1711	1	h20-B*L4-S1	F2	
(PC)Jacumba	L	1.3 E;hwy N	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co #10	L	0.2 NE;hwy SW	3550	3	42		P-lines S, WSW. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
← Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Kerman, Bland	L	2 SE;RR N	222	1	18		
Kernville-Kern Co #13	L	1.2 NE;riv W	2575	1	24		Soft.
(PC)King City	P	1.5 NNE;RR W	370	1	h45-*L4-S3	F2	Embank WNW. 2000' of rnwy lgtd.
" Montgomery Carp	L	5 N;RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv S,W	60	1	21		Surd by mtns. Soft when wet.
← Knights Lndg, Sweetser	P	1.8 NNE;riv S,W	25	1	h16-S5	F3	
Lk Hughes, Neenach Rch	L	11.8NW;hwy S	2975	1	19		[illegible] on rnwy 6-24.
" Sky Castle	L	3 WSW;hwy N	2870	3	36		CLOSED. E, NE blkd; hills SW, WSW. Holes
(PC)Lakeport, Lampson	P	4 SSE;rd E	1380	1	35-*L1-S5	F2	Mtn WNW, Ruf.
LaMesa	P	4.2 SE;hwy 1,2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
← " La Presa	P	4 S;rd W	275	2	22-S5	F2	P-line SSE, E/W rolling. Rgt tfc ESE.
" Sweetwater	L	4.8 SSW;hwy S	480	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster	L	0.5 NW;RR E					ABANDONED.
" Quartz Hill	P	5.2 SW	2475	3	26-*L4-S5	F2	WNW blkd;p-lines W, WSW.
" Sterks Ranch	L	2.6 ENE;hwy S	2368	2	21		P-line W. Soft in spots.
← " Victory	L	9.2 NW;;					ABANDONED
" Waldrip	L	2 NNE;RR W	2335	1	19		
Leggett, Reed Rch	L	1 SE;hwy S	1125	1	21		Soft-wet. Rolling. Hills E.
(PC)Lemoore	L	9 SW;hwy N	247	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N;hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW;hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	L	3.6 WNW;hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co	P	2.5 SE;hwy 1.5 W	572	1	h52-*L4-S1-W	F2	
Live Oak, Bowles	P	1.5 NW;hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE;RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW;riv S	350	1	23-S1	F2	
" -Sky Ranch	P	1.2 WNW;hwy NE	448	2	40-S5	F2	NE blkd.
Lodi	P	4.5 SW;hwy E	25	1	28-S5	F2	P-line E.
← " Lind's	P	4.8 N;hwy E	54	1	30-S3	F2	W blkd;p-line E.
(PC)Lompoc	P	0.6 N;riv I N	94	2	23-L4-S5	F2	Rgt tfc W, NW. 800 x 1000' mat avail-use with caution.
Lone Pine	P	0.8S;hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,8-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of Rnwy 7R. P-line W.
← " East Long Beach	P	9.5 ESE;ocean SW	30	2	20-S5	F2	P-line WSW.
(P)LOS ANGELES-Intnl	P	9.5SW;RR E	125	4	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles		8.5 ESE;RR S					(ABANDONED)
(NG) " San Fernando Valley	P	17.5 NW;RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S;hwy 1.5 W	1700	1	18		HAZARDOUS, sloping, Soft-wet.
(PC)Lost Hills-Kern Co. #9	L	0.6 NE;hwys S, W	285	1	h63		
" Blackwells Corner	L	10.5 W;hwy E	650	1	30		P-line E.
Lucerne Valley, Double J Rch.	L	7 E;lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NWE.
(PC)Madera	P	3.5 WNW;hwy E	253	2	h45-BL4-S1	F2	No storage.
Mammoth Lakes Arcular-ius Rch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E;hwy S	7100	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6		0.7 S;hwy N					(ABANDONED)
" Sunset	L	3.1 NE;RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5 WNW;rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N;bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
Marysville, Cheim	L	1.5NE;hwy SE	67	2	h34-*L1-S5	F2	P-lines S, SSE; levees N, NNW. Rgt tfc to E, NE.
(P) " YUBA COUNTY	P	3.2 SSE;RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW;hwy 1 NE	155	2	h40-BL4-S5	F3	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW;hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S;RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE;riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
← Mojave, Myer	L	1 SSE;RR S	2726	2	36-(S1)	(F2)	W blkd.
Montague	P	1W;hwy S	2527	2	37-B*L2-S5	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE;RRW	2651	2	h75-BL4-S5-W	F3	No storage.
(N)Monterey-Peninsula	P	3.4 ESE;bay NW	220	2	h50-BL3,4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8SE;hwy W	645	1	12		Fills E, W, S.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N;RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E;hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE;rd S	1110	1	22		P-line E.
(PC)Napa County	P	5.5 S;RR E, S	36	2	h53-BL4-S5	F3	
" Stewart	L	2 S;hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1 SSE;riv S	10	2	22-*L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5 S;hwy E	990	2	h58-BL4-W	(F4)	No 80 oct avail.

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Needles, Riverview	P	1.7 SSE	635	2	25-L4-S3	F2	NE blkd.
Nevada City	L	1.5NW;rds S, E	3060	2	26-(S5)	(80)	No sto.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4 S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6 NNE;RR W	1	2	30-(S5)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8 ESE;RR N	180	2	24-S1	F2	Unattended Tues. Hills ESE,SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S;hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways.
Oak View, Casitas	L	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	Rgt tfc W.Use strip.
" Hi Hi Sky Ranch	L	1.5 ENE;RR S	48	1	20		Rgt tfc ENE.
Ojai, Henderson	L	3.5 WSW;RR E	600	1	18-(S5)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E;hwy W	3648	2	20		W blkd.
" Campbell's Monache Meadows	L	10 WSW;riv W	8000	2	29		Clsd winters. FEE. Lnd. tk-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	P	1.5 E;RR N,S	952	2	h70-BL45-S5-W	F4	Rgt tfc.Rnwys 3,7.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(80)	No sto.SW corner used by farmers.
" Kirkwood	L	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW;hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Otay, Wolfe's	L	1.2 SE	220	1	29		Rgt tfc WNW.
Oxnard, Broome Ranch	L	8 SE	15	1	20		Caution-ditch and p-line parallel SSE Strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W;hwy E	43	2	h45-BL4-S5-W	F3	
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5 E;dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
Palo Alto	P	2 ENE;bay 1 E	5	1	25-*L1-S5	91	Ant, SSE;p-line S,WNW,2400' strip avail.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5 NE;hwy 1,5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W;rd S	168	1	26-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma	L	1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	P	2.3 NE;rd NW	78	1	h21-*L1-S5	F2	
(PC) Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h23-S1	F1	
(PC)Pixley	L	1.2 SW;hwy E	264	1	h20-(S1)		
Placerville	L	1.5 ESE;hwy 1 N	2595	2	29		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	55	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf. E end soft.
(PC) Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona		1.8 SSE;rd W					(REPORTED ABANDONED).
" Brackett	P	3 NW;hwys N, E	985	1	24-*L4-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW;hwy 1 N	444	2	h60-BL4-S3	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	P	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6 WSW;hwysSE	1392	1	h40-*L1-S5	F2	
Ravendale	L	0.2 N;RR SW	5260	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7 SSW;Crk N,S	354	2	h40-B*L4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE;rd W	500	2	h60-*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S.Ruf.
" -Sky Ranch	P	5 S;canal E, N	486	2	29-S5	F2	
Redlands	L	3 NE;RR E	1574	1	25		CLOSED. Rolling, flying over school.
Reedley, Great Western	P	5 N;RR W	381	1	22-S5	F2	P-line SSE.Rolling. Rgt tfc N,avoid
Rialto, Miro-Fontana	L	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE
" Morrow	P	1.8 S;hwy S	1100	1	h32-S1	F2	P-line ENE,WSW.
Rice	L	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	L	1.3 WNW	470	1	14		P-line S,ant,E.Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5 SSW;hwy E	2300	2	26-L4-S5	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2 NW;rd E	890	1	15		Lgt acft only.Rolling.
Riverside, FlaBob	P	2.3 WNW;riv SE	760	2	37-L1-S5	F2	1700' pavement avail.
"	P	4.5 WSW;RR W	765	2	32-*L4-S5-U	87	FEE for lgts. Rolling.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2435	1	21-S3	F2	No storage
" White Oaks	L	19 WNW	4100	1	36		Mtns N.
Rosemead, Fletcher	P	1 NW;RR N	255	1	30		P-line NE. Rgt tfc NE.
Rutherford, Inglenook Rch	L	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	5.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Sacramento, Branstetter							
" Capitol Sky Park	P	3.6 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	8.6 SSE;hwy W					ABANDONED
" Jensen	L	4 SSW;RR W	20	1	17-S5	F3	Rgt tfc S.Unlgtd Ant, N.Soft-wet.
" Perkins		4.2 ESE;hwyNW					(ABANDONED)
" -Sky Ranch	P	4.6 SSE;hwy E	26	2	23-S5	F2	P-line S,NE.
(P)SALINAS	P	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F3	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7 NNW;RR W	1455	4	h28-*L4-S5	F2	Hills N,S;p-line WSW.Rgt tfc N.
" Tri-City	P	3.3 SSE;riv N	1015	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E.S. 2700' of ABANDONED E/W Strip lgtd.
San Carlos	P	1 NNE					
" - Belmont	P	1.5 NNE;hwySW	6	1	24-*L4-S5	F2	Levee SE.Rgt tfc.
(P)SAN DIEGO, Lindbergh	P	2 W;bays S, W	15	2	h81-BL4-S5-W	F4	P-line ESE.Rgt tfc Rnwys 27,31. ARPT OF ENTRY.
(P) " Montgomery	P	7 NNE;hwy W	417	2	h34-B*L4-S5	F2	
" Pike's	P	4.8 WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(P) " San Diego County (Gillespie)	P	12 ENE;hwy E	383	2	h54-*L1-S5-W-U	F3	Rgt tfc ESE.
San Fernando	P	1.5 E;hwy 1 SW	1170	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE;RR SW	1000	1	30-S5	F4	P-lines NNE,SSW. Rgt tfc NNE.
(P)SAN FRANCISCO INTN'L.	P	9 SSE;bay E	11	4	h89-BL5&7-S5-W	F4	2-way rdo rqrd.
Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	600	1	21		Rd crosses strip. Tfc pat NE. Surd by mtns.
San Jose	P	3.4 E;rd W	116	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	M	2 NW;RR SW	62	1	h45-BL4-S5-W	F4	
" Reid's Hillview	P	4 E;rd NW,SE	136	1	h27-L2-S1	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Cattle on fld nights.
(PC) " -COUNTY	P	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Mc-Cormick	P	1.5 WSW;RR N	530	2	21-*L1-S5	F2	P-line ESE. Rgt tfc ENE.
" -Valley	P	1 W;RR N	530	2	20-S5	F2	Rgt tfc N.Caution weeds on strip.
San Mateo		2.2 ESE;hwy W					(ABANDONED)
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S;hwy N	53	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	3.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	330' overrun on apch end Rnwy 25 usable days only.
Santa Cruz-Capitola	P	4.8 E;RR S	100	2	24-*L-S5	F2	Rolling.
" -Sky Park	P	5.3 N;hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1 SE;RR N	230	3	h33-S5-W	F4	P-lines W,WNW. Rgt tfc E,ENE, ESE.
" Machado	P	2.2 N;riv N	230	1	27-S5	F2	W blkd.
(PC)SANTA MARIA	P	4.2 SSW;hwy E	259	3	h57-B1,4-S1-W	F3	
(P)Santa Monica	P	2.6 ESE;rd E	175	2	h50-BL4-S5	F4	2-way rdo rqrd. Clsd after 2300. Rgt tfc rnwy 3,4.
Santa Paula	P	0.8 S;riv S	240	1	21-S1	F2	Rgt tfc to S.91 oct avail on req.
" Harvey	L	1.7 E;riv S	290	1	19		CLOSED. Ctn-high weeds, ruf, E blkd.
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW;RR 1 E	125	2	h50-BL4-S5-W	F4	
Santa Susana	P	0.5 S;RR N	965	1	18-S1	F1	W blkd.hills S,E.Rgt tfc N.Ctn-weeds,ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1 ESE;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	P	0.8 ESE;rds E,N	2150	1	53-(S1)	(F2)	NNW blkd. Soft spots. Irreg. atnd wint. 1800'SSE end strip unusable wint.. mrkd.
Selma	L	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E;RR E	425	3	h45-*L2,4-S1		Rgt tfc rnwys 12,16,25.
Shelter Cove	L	0.1 W;ocean W	50	1	16		Tfc pat. to SW.Downdrafts NW. Use strip.
Shoshone	L	0.5 S;hwy W	1580	1	23		Mtns N. Rgt tfc N.
Silver Lake, 18, LAX-SLC		2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	P	1 WNW;hwy S	1350	1	h26-S1	F2	E,W blkd. Clsd Suns-auto races.
(PC)Sonora, Columbia	P	3.4 NNW;hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
(P)STOCKTON	P	4 SSE;hwy E	28	3	h45-B1,4-S5-W	F4	
" Oranges Bros.	P	5 N;RR E	23	1	h20-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	3	20	F2	Atnd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwyNW	194	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	6.1 SW;hwy W	200	1	15		
Strathmore, Trauger	P	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunnyvale, Santa Clara Valley	P	2 NE;hwy S	29	1	30-S5	F3	2100' rnwy avail. Lgts by elec ear. P-line SE.
Susanville	P	6.5 SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft, Parker	L	15.6 ESE;hwy S	580*	aw	h30		Cattle on fld. Ctn-weeds, loose sand.
" -Kern Co. #2	P	0.6 E;RR S	873	4	38-BL4-S5	F2	P-lines SW,WNW. Ctn-weeds on strip
" Tank Farm	L	21.5 ESE;hwyS	513	4	h30		E blkd.

F-fuel octane, ← New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	L	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8 SW;hwy W	-117	2	h50-BL4-S1-W	F4	Use rnwys.
Three Rivers	L	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(A)Torrance	P	3 SW;hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29,Twrs NE,NW.
(PC)Tracy	P	3.5 SSW;RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
(PC)Trinity Center	L	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE;dry lk S	1716	1	60-BL2		Rolling.
Truckee, 16B, SFO-SLC		3.6 ENE;hwy S					ABANDONED.
Tulare	P	3.7 SSE;hwy W	270	1	21-S1	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-*L2-S1	F2	
(PC)Tulelake	L	8 SE;hwy SW	4048	1	35		
Turlock	L	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	L	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	P	9 E;hwy N, W	160	1	h33-S1	F2	
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	P	1.5 ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
" "K"	L	11.3 W;hwy 1 S	2360	3	26		Ruf. 24,400 lbs.
(P)UKIAH	P	1.5 S;RR E	615	1	h40-BL2,4-S5-W	F3	Rgt tfc N.Rnwy rstd to acft in excess
Upper Lake, Gravelly Valley USFS	L	20 N;lk 1 S	1900	2	44		NNE blkd:hills WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW, ENE.
" Polk	L	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's	P	2.5 NNW;hwy SE	2	2	22-S1	F2	Rgt tfc W,SW. Soft-wet. Ctn-weeds.
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7 SE;RR NE	13	1	h24-S5	F3	Rgt tfc SE.
Victorville, Circle M Ranch	L	7.3 SE	3000	1	34		P-line NNE.Unmrkd cable across N end of rnwy.
" "66"	P	5.2 SSW;hwy W	3225	2	26	F2	P-line W.
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	P	5 W;RR W	292	1	h60-BL4-S1	F3	
" Green Acres	P	1.8 WNW;RR S	317	1	28-S5	F2	P-line WNW.
" Piepgrass Bros.	L	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	P	8.5 NNW;RR 1 NE	310	1	h25-S5	F2	
Walnut Grove	P	2.4 SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4 W;hwy N	2875	1	35		
Wasco, Semi-Tropic	L	8.6 W;hwy N	300	2	h46		Ruf.
" -Kern County #5	L	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6 NW;hwy S	160	2	h45-*L4-S3-W	F2	
Weaverville	L	1 SSE;hwy E	2040	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	L	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3 NE;RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3 ENE;rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc strip 25.
Willows, Nolta's	L	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S;RR W	90	1	20		Soft when wet.
" -Glenn County	P	1.3 WSW;hwy N	139	2	h45-B*L4-S5	F3	
(PC)Winters Flight Strip	L	7.5 ENE;hwy W	98	1	h60		
Woodland	L	3 SE;rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400'strip avail.
Yermo, Calico Guest Ranch	L	0.5 NNE;RR S					ABANDONED
(PC)Yuba City, Sutter County	P	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc Rnwy 35, 440' extension N.
Yucaipa, Lincoln	L	2.1 W;hwy SW	2350	2	22		P-line WSW.
Yucca Valley-Sky Corral	P	0.1 ;hwy S	3333	1	30-S3	F2	No storage.Caution-weeds.
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	L	0.8 NNW;h ;E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Akron, Ward	P	0.7N.	4660	1	28-L4-S1	F1	After 0400 lgts on 30 min req.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	P	2S;riv 1.5 NE	7535	2	h59-B*L4-W	F3	NW/SE strip clsd E NE/WSW emerg use only.
" Kri er	P	3 WNW;RR N	7550	2	52-*L4-S5	F1	NE blkd.Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	27 SSW;hwy 15 N	7980	3	58		S blkd.
Boulder	P	3 ENE;bet RRs	5350	4	42-B*L4-S3	F2	
Brush	L	27 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd,Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	L	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S.Cattle-fld.
(PC)Canon City, Fremont County	L	6.9 E;hwy N	5436	2	h54		
Center	L	65 WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE,E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch,	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF,A) " PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S3-W	F4	
" Pine Valley	P	92 N;bet RR,hwy	6575	3	40-S1	F1	E,W blkd;p-lines NW,SE.Strip 17R-35L not usable.
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC)Craig	P	2 SE;riv N	6197	1	56-*L2-S5	F1	Caution-ditch.Use strip.
Creede	L	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	L	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
Delta, Starr Nelson	L	4 E;RR N	5200	4	56-*L1		
Denver, Federal Hgts.	P	10 NNW;hwy W	5550	3	39-*L-S5	F1	W blkd;p-lines E,S,SW,NW.Erosion.
" Sky Ranch	P	12.6 E;RR S	5478	3	41-*L4-S5	F3	Rgt tfc strips 26,30,36.Ditch W.
(P) " STAPLETON	P	5 ENE;RR N	5331	5	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwys 35,26L,26R,30,21. Rdo rcvr rqrd.Land W numeral 26L.
Dove Creek	L	0.6 E;hwy W	7000	1	44	(F1)	P-line SW.
Dupont, Adams City	P	2.1 SSW;RR E	5107	3	37-S5	F2	All approaches blkd.
(PC) Durango	P	1 NE	6875	1	42		CLOSED.
" -LaPLATA	P	10.6 SE;riv NW	6684	1	h56-BL4-S3	F3	SW end soft, ruf.
Eads	L	1.3 WSW;RR N	4210	2	35		
" Freeman	L	10 SSE;hwy W	3900	4	35		P-lines S,SSW,W,NNW.
Eagle, 76, LAX-DEN	P	4.5 WSW; RR W.	6539	1	51-BL2-W		
Eaton, Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2.5 E	5550	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
Ft. Collins	P	4 WNW	5160	2	39-S5	F3	Use strips.
Ft. Morgan, Young	P	6 N	4550	3	52-*L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns.Peake either side S apch Caution-holes.
Glenwood Springs	P	2 S	5900	1	37-S1	F1	Rgt tfc S.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd.Cattle on fld.
(PC)Granby	L	1 ENE;RR S	8200	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)GREELEY	P	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)GUNNISON-County	P	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	P	1.5 SSE;riv N	3360	3	28-*L-S2	F1	P-line NW,Cattle on fld.
Holyoke	L	1.6 ESE;hwy N	3720	2	35-*L	F1	
(PC) Hugo	L	1.5 NW;hwy W	5128	3	40		
Julesburg	P	2.4 SW;RRN	3520	3	32-*L1-S5	F1	Multi-eng acft may use NW/SE Strip.Ruf.
Kim, Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E;hwy N	7411	1	55		Caution-loose rocks.
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W.Ruf.
Las Animas	L	1.4 S;hwy N	3900	1	26		P-line W.
(PC)Limon	L	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5500	1	26-*L	F1	N blkd,Rolling,Land,take-off N.
(PC)Longmont	P	2.9 W;hwy S	5047	3	44-B*L4-S5-U	F1	
(PC)Loveland	P	2 WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E;riv S	6300	1	39-*L-S1	F1	
Mesito	L	4 E;hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista	P	3.5 W;hwy NE	7770	4	58-B*L4-S1	F1	Req lgts after 2200.Ctn-rocks edge of strips.P-line ENE.
(PC)MONTROSE	P	1.5 NNW;hwy SW	5759	2	h57-B*L4-S5	F1	P-line SW,NE/SW Strip soft when wet.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	L	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
→ Nucla	P	2.3 SSW;riv 1 S	5910	2	50-(S1)	(F1)	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h50		Unusable-weeds.
Ovid, Woodham	L	2.1 E;RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
→(AF)PUEBLO-#1	P	2.1 SW;hwy S					ABANDONED
→(P)Pueblo Memorial	P	7 ENE; hwy S	4712	2	h85-BL4-S5	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE,S blkd.
→ Rifle	P	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
→ Rocky Ford, Todd	L	2.8 SSW;canal N	4225	2	28		P-lines NW;hill SE.
→ Saguache	L	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
→ Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst	L	3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7800	4	74	F1	Soft, ruf.
Sanford		1.5 W					ABANDONED.
Silver Cliff, Valley	P	0.7 ESE	8000	2	40		N blkd.
→ Springfield	P	3.8 N;hwy W	4350	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	2.5 NNW;hwy NE	6920	2	19		
(PC)Sterling-Logan County	P	2.8 W;RR S	4037	2	h47-S3	F3	P-line NE ,Ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	P	105 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnwys.
" Newcombs Ranch	L	20E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	L	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	L	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N;RR, hwy S	3950	3	29-(S1)	(F1)	P-line SE ,S.Ruf.
Watkins, Craig	L	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	P	2.7 WSW;hwy N	5650	2	30-S3	F2	P-lines N, NW.Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	P	1.4 SSE;hwy N	4150	3	34-S1	F1	SE,S,SW blkd;p-line NW.Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
CONNECTICUT							
→ Ansonia	L	1.6 ENE	440	1	18		
Bethany	P	1.3 N	680	1	28-*L1, 2-S1	F1	500' N end slopes sharply.Rolling.
(P)BRIDGEPORT	P	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	145 oct avail.NE blkd:NE glide angle 1:1 hwy tfc adj NE;p-line NW.
Bristol	L	1.9 SE;RR N	255	1	18		Ruf.
(PC)Danbury	P	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
→ E.Hartford, Rentschler	L	1.5 SSE	45	4	h58-L2,3,4-S5	F4	Code bcn,VFR flgt test operns days all alts in 75 mi radius. 115/145 oct avail.
Essex, Doane	P	1.2 SW;RR E	30	2	19-S5	F1	
(PC)GROTON, Trumbull	P	2.8 SE;RR NW	10	3	h50-BL4-S3	F3	P-line NW.
HARTFORD,Brainard	P	2.8 SE;riv E	18	4	h47-BL2,3,4-S5-W-U	F4	Rnwy 15-33 ruf.N blkd;dikes NE, ENE. FEE. Pools of water at intsxn Rnwy 5-23 after rainfall.
Madison, Griswold	P	2 ESE;RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4 SW;RR E	102	4	36-BL2-S5-U	F1	S blkd;p-line SSE;hill WSW.
→ Monroe	P	0.7 SSE	620	1	20	F1	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-BL2,3,4-S5-W	F3	
Pachaug	L	1.4 E	204	1	23-*L4-S3		No storage.
Simsbury	P	2.6 NNE;RR W	210	2	18-S5	F3	
S. Woodstock, DeFlorez	L	1.2 SSE;hwy W	450	2	18-(S3)	(F1)	Atnd week-ends only. No storage. N blkd,Caution-erosion E.
Torrington, Tor-Win	L	5.3 N	1260	2	21		
Warehouse Point, Skylark's	P	2.2 E	120	1	20-S3	F1	No storage.E blkd.
Waterbury	P	5.7 NNW;RR 1 E	843	2	20-S3	F1	
← Waterford, New London	P	1.7 N;hwy N	60	2	19-*L4-S5-U	F3	SE blkd, Ridge NNW.
(PC)WILLIMANTIC, Windham	P	2.7 NE;hwy SE	244	3	h43-S5-U	F2	Dike NE.
(NG)WINDSOR LOCKS,Bradley	P	2.8 W	173	3	h68-BL4,5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N, WNW blkd.
→ Dover Arpk	P	2.2 N	37	3	24-*L-S1	F3	P-line SW.
" Sunglo	L	1.3 S;hwy W	30	2	15		ENE blkd;antenna W.
(PC)Georgetown, Sussex Co.	L	1.5 SE;RR N,E	50	3	h50		
Harrington	P	1.5 E;hwy S	50	1	28-*L1	F1	E, W, WSW blkd.
Hartley, Lasch	L	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	P	1.5 SW;hwy S	30	3	21-*L4-S5	F3	
→ Milford	P	1.1 NNW;hwy E	35	2	24-*L4-S3	F3	ESE blkd
New Castle, Bellanca	P	1.5 W;hwy N	30	3	h25-S5-U	F3	3600'strip avail. turf ext each end
" Biggs	L	1 NW;RR E	60	3	21		ENE/WSW strip Rgt tfc NE.Strips soft-wet. SE blkd;p-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	38-B*L4-S5	F3	ENE, SE, WSW, WNW, NW blkd;unlgtd antenna ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
" Lakeside	L	1 S;hwy E	45	1	18		S blkd.
→ Wilmington, Du Pont	P	3 WNW;hwy S	185	2	29-B*L2,3-S5-U	F1	SSW blkd.
(AF,NG) " NEW CASTLE CO.	P	4.8 SSW;hwy SE	79	4	h70-BL4-6-S5-W	F3	2-way rdo rqrd.
→ Wyoming, Jenkins	L	1 W;rd SE	45	1	21-S3	F1	WNW blkd;p-line ESE, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	2.2 S of Monument	16	4	h67-BL2,3,4,6,7-85-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE;rd S	3	1	19		S blkd.Sandy.
(PC)Apalachicola	P	2 W;bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE;rd W	60	4	33		
Astor Park, Sellers Lake	L	4.5 WSW;lk N	70	2	24		All apchs blkd.
Atlantic Beach, Bull	L	1 NW;ocean E	15	1	20-(S5)	(F1)	No storage.
Avon Park	L	1.5 W;hwy N	156	4	h40-S1		P-line NW.Use rnwys.
(P)Bartow	L	5.5 NE,RR NW	124	3	h50-BL4		AF primary contr school.Intensive student trng within 20 mi radius 0630-1715 Mon-Fri. No ATC inter-phone.CLOSED CIVIL AIRCRAFT.
Belle Glade-State	P	1 NNE;hwy W	17	2	24-S5	F1	W blkd,Soft when wet.
(PC)Boca Raton	Airport now Air Force Installation.						
Bradenton	P	1 SW,hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC) Brooksville	P	7.5 SW;RR E	70	3	h70-S5	F1	Use rnwys.
(PC)Bunnell	L	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	P	1 W;gulf W	6	1	h24		Tower S.Use rnwy.
Chipley	L	1.8 SE;RR N	165	2	26		S blkd.
← Clearwater	P	2.5 NE	73	3	30-S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W;hwy N	20	1	h30-S5-U	F3	Use rnwy.
Cocoa	P	2.1 ESE;riv E	4	1	43-S5	F1	Caution-construction.Use strip.
Crestview	L	2.5 N;RR E	274	1	33-BL3-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E;RR SW	42	2	h50-BL2-S1-W	F1	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	P	2.8 SW;hwy N	34	4	h50-BL1,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	M	4.5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW;hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4 S;riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC)Ft. Lauderdale	L	6 NNW;RR SE	14	4	h40		Caution-not maintained.Use rnwys.
" Bradley	P	2.8 N;RR W	9	3	h28-65	F3	N,SW corner of fld ruf. Closed ngts.
(PC) " BROWARD CO. INTNL.	P	3.7 SSW;RR E	10	4	h50-BL4-S5-U	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
← Ft. Pierce	P	3.3 SSE;RR E	19	3	27-B-S5	F1	N, NW blkd;p-line W,Caution-wet.
← " Angle	P	2.2 NW					ABANDONED.
(PC) " St. Lucie County	P	3.5 NW;RR E	24	4	h50-S5	F3	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-83	F3	Use rnwys.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	P	4 WSW; lk E, W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		P-line N.
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED. NE, S, SW blkd.
Hollywood	L	1 S; RR E	12	1	h23		CLOSED.
(PC) " North Perry	P	6.3 W	9	4	h32-L1-S5	F4	Use rnwys.
(PC) Holopaw	L	2.2 E; hwy S	70	1	26		
Homestead	P	1.6 NE; RR W	8	2	28-S3	F3	No storage. NE, SW blkd; p-line NW. Rgt tfc E.
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	P	9 E; riv 1 N	41	2	h40-BL4-S5	F3	Use rnwys.
(PC) " Herlong	P	9 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-(S3)	F1	No sto. Minor acft eng rprs wk-ends.
(PC) Keystone Hgts, Keystone	P	4.5 NNW; RR W	196	3	h50-*L1-S1	F1	Use rnwys. Cattle-fld.
(P) KEY WEST, Meacham	P	2.3 E; ocean S	4	4	39-*L-S5	F3	No storage. FEE. ARPT OF ENTRY. Use rnwys.
(PC) Kissimmee	P	2.3 W; RR N	82	3	h50-B-S1	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(PC) Lake City	P	3.7 ESE; hwy N	202	6	h68-S5	F1	OLF to Jacksonville NAS. Use rnwys.
(PC) LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Rnwy lgts on req after 2400. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2, 4-S5-U	F3	
" Skyland	P	1.9 WNW; RR S	170	3	21-S5	F1	
(PC) Lake Wales	P	2.3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	P	4 ENE; lk SE, NW	67	2	h50-BL2-S5	F1	Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80	F1	
(P) MARIANNA, Graham Airbase	P	5 NE; hwy E	112	4	h50-B*L4-W		Clsd civil acft xcpt prior req. Inten student trng 35 mi radius 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil acft. Equip fld. Open ditches adj rnwy, taxiways. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW; RR E	26	4	h43-BL4-S3-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	
(AF) " -INTERNATIONAL	P	5 NW; canal NE	9	4	h94-BL4, 5, 6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo. rqrd. FOR CLEAR BASE. Non-sked. exec and pvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	P	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	150	2	47-S5	F1	No storage. S, W blkd.
Minneola, Kerlin	P	0.5 NE; hwy W	100	2	16		Rolling.
Monticello	L	1.5 SW; hwy E	226	2	25		
(PC) Naples-America	P	2 NE; RR E	8	2	h50-S1	F3	Use rnwys.
(PC) New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5	F3	WNW blkd; sign NW. Use rnwys.
(PC) Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF) ORLANDO	P	2.5 E; lk S	115	6	h55-BL4, 6-S5-W	F4	S end N/S Rnwy blkd.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Ormond, Tomoka	L	3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	P	3 NW; RR N, S	56	4	h50	91	Use rnwys.
Panama City, City Air Park	P	3.5 NNE; hwy E	24	1	20-S5	F2	
(PC) " FANNIN	P	3 NNW; bay NW	14	1	h40-L4	F3	No lights after 2330. Use rnwy.
" Skyland	P	0.2 W; RR N, E	12	1	19-*L4-S5	F1	P-lines N, S. N end soft. Rgt tfc S.
(P) PENSACOLA	P	4 NNE; bay E	121	4	h50-BL4-S5-W	F3	Use rnwys.
(PC) Perry-Foley	P	3.2 S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	P	1.5 WSW; RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	P	4.8 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F3	No storage. Use rnwys.
(PC) Punta Gorda, Charlotte County	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC) St. Augustine	P	4 NNW; RR W	10	4	h40		Closed. Use at own risk.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL"	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CC) St. Petersburg Whitted/CGAS	P	2.5 E; bay E	7	3	h32-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC) " -BRADENTON	P	3.5 NNW; RR E	24	4	h50-BL4, 6-S5-U	F3	
Sebring	P	2.8 SW; lk NE					ABANDONED.
(PC) " Air Terminal	P	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	P	1.5 SE; RR W	17	4	h50-B*L4-S3-U	F4	Use rnwys.
Tallahassee	P	9 NNW; riv NW	250	2	26	F1	Surrounded by trees.
(P) " DALE MABRY	P	3 W; RR S	70	3	h52-BL4, 5-S5-W	F3	Use rnwys.
(PC) Tampa, Hillsborough County	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	5	h40-BL2-S5-U	F3	Use rnwys.
(P) " -INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-indg INACTIVE. N, NW; hwy tfc S
Tarpon Springs	L	2 WNW; gulf W	12	2	20		
Titusville	P	1.3 NW; bay E	28	2	26-B*L2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC) Venice	P	1.9 SSE; RR E	19	3	h50-S5	F3	Use rnwys.
" -State	L	0.5 SE; hwy W					ABANDONED.
(P) VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S5-W	F4	ENE (south), S, SSW (east), WSW (south) blkd. Use rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Warrington, Bayou	L	3.2 WSW					ABANDONED
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P) West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-*L2, 4-S5	F4	Use rnwys.
(PC) Williston	L	2.2 SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE; RR NW	92	3	h55-S1	F1	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	L	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P) ALBANY	P	4 SW; hwy SE	196	3	h49-BL2, 4-S5-W	F3	Use rnwys. P-line W.
" Pine Knoll Lodge	L	11.5 WSW; RR S	196	2	30		SW blkd.
(P) Alama 43, MIA-ATL	P	2.5 W; RR N	200	2	43-BL2	F1	Soft when wet. P-line NW.
(PC) Americus, Souther	P	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	P	3.5 E	807	2	h40-BL4-S1-W	F1	Use rnwys.
(P) ATLANTA	P	8 S; RR N	1024	4	h78-BL4, 6, 7-S5-W	F4	FEE. Clsd HR. VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	P	7.3 SSE; riv E	142	2	h53-BL4, 6-S1-W	F4	P-line W. Use rnwys.
(PC) " Daniel	P	2.5 W; RR S	427	3	h41-S3	F3	Embank W; p-line S. Use rnwys.
(P) Bainbridge	L	6.5 NNW; hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	L	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays xcpt prior approval.
(PC) Blakely, Early County	L	2 SSE; hwys NE	26	2	20		Soft when wet.
(PC) Brunswick	P	2 NNE; RR W	14	2	h23-*L4-S1	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-BL4-S5-W-U	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	P	0.5 NW; RR S	667	2	32-BL2		S blkd; p-line SW.
(PC) Cairo-Grady County	L	3.3 ENE; hwy S	263	2	21		Road WNW, S, N. p-lines WNW, S; house N. Ruf.
(PC) Camilla	L	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
(PC) Carrollton	L	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown, Waters	L	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	P	5 NE; riv E	324	2	21-BL2, 4-S5	F1	
" Red Dog	L	6.2 NW; hwy 15 E	300	2	22		W blkd. Lgt acft only. Use ctn. Stock on fld.
(P) Columbus	P	1.5 SSE; riv S	240	2	47-*L4-S5	F1	ESE blkd. Lights unreliable. Ruf. Rgt tfc NNW, ESE.
(P) " MUSCOGEE COUNTY	P	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	SW blkd. Use rnwys.
Commerce	L	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
(PC) Cordele	L	1.8 NNE; RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW; RR's E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	L	2 NW; hwy E, N	1000	2	19		CLOSED-HAZARDOUS.
(PC) Darien, Edenfield	L	3.5 N; hwy NE	30	1	30		

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane; ➡ New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
Dawson, Terrell County	L	2.5 SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
Dorchester, Stevens	L	7.7 ESE;rd NW	10	2	25		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC) Douglas S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-BL4-S5	F3	Use rnwys-holes adjacent.
Elberton	L	2 SE;hwys N,W	710	1	18		ENE blkd.
Ellaville, Gill's	L	1 E;hwy N	565	1	16		INACTIVE. N blkd. Land to S to N. Take-off N to S.
Fitzgerald	L	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W,E	277	2	h40-BL2,4,6-S5	F3	Use rnwys.
Griffin-Spalding	P	1.5 S;hwy SSE	936	2	30-B*L2-S3	F3	
(PC)Homerville	L	1.7 NW;hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)LA GRANGE, Callaway	P	3 SW;hwy N	700	3	h50-BL2-S1-W	F3	SSW, WSW blkd.
(PC)Lake Park	L	1 SSW	220	2	h47		CLOSED. N, SW blkd;p-line S.
Lawrenceville, Wages	L	1.8 N;hwy E	1075	1	13		CLOSED. P-line E. Lgt acft only.
(PC)Leesburg, Lee County	L	2.2 SW	285	2	h45		CLOSED-NOT MAINTAINED. HAZARDOUS.
Lithonia, Gunn	L	3.3 WNW;hwy S	960	1	20	(F1)	Hill W. Rolling. Slick when wet.
Louisville, Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4,6-S5-W	F3	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E,W	463	3	h47-L2,4-S5	F3	Ruf. Use rnwys. Lgts on req thru Macon radio.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd;p-line NE. Do not ind SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd;p-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	22-(S5)-U	F3	
Milledgeville	P	1.5 NW;RR SW	360	2	25-S1	F1	NW blkd;p-line E, SE. Slick when wet. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E;RR S	300	2	35		W blkd.
Moultrie	L	7 S;RR E,W	287	3	h43		Ctn-cultivation. Dirt adj rnwys. Use rnwys. P-lines NNW, ESE, WNW.
(P) " SPENCE	P	5 SE;hwy W	292	4	h50-BL4-W		AF basic contr. school-student. trng 25 mi radius. Lmtd svce facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd. Use rnwys.
← Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	P	3.7 SE;hwy W	970	2	23-B		Caution-lgt acft. Ruf, rolling. W blkd.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-W-U	F3	Use rnwys.
Rossville	L	0.6 W;rd S	660	1	17		CLOSED. Rgt tfc S. Ruf.
← St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
← Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	10	2	35-*L1-S5	F3	SSW blkd.
← " Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	4	h84-BL4,6-S5-W	F4	Use rnwys. Rnwy 14-32 clsd.
Smithville, North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W Strip clsd-p-line W end.
(PC)S. Newport, Harris Neck	L	8 E;riv N	22	3	h53		Use rnwys. Stock on fld.
(PC)Statesboro	L	3.8 NE;hwy W	180	3	h43		S blkd;twr W. Use rnwys.
Stockbridge, Bellah	P	4 ENE;dam SE	750	aw	21-S1		Cattle on fld. Rolling.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE. E blkd. Cattle on fld. Deep gully W end. Lgt acft only. Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	P	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " Rose City	P	1 SW;hwy S	250	2	42	F3	WNW blkd.
Thomson	L	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL-S3	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, LeTourneau	P	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd;p-line SSW. UNICOM on req. Equip on fld.
(P)VALDOSTA	P	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys. NW blkd.
(PC)Vidalia	P	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19-S1	F1	P-line NNE. Rolling.
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5 NW;RR 15 E	141	3	h40-BL4-S5	F3	Use rnwys. Caution-construction.
(PC)Winder, 4, ATL-LGA	P	3 ESE;RR S	943	3	h46-B		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wadley, Foster	L	3 E	250	1	30		
IDAHO							
Aberdeen	L	2.7 SW;canal E	4460	2	26		Soft when wet.
" Vanderford	L	3.3 NW;canal E	4440	2	24		Ctn-ditches, weeds, rolling. Soft-wet.
← American Falls	L	2 NE;RR NW	4404	1	38		Ctn-weeds, Ridge of dirt SE edge.
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle-fld. Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf. Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle-fld. Soft-wet.
" Cox's Well	L	26.6 SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle-fld. Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	L	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	195 W of Forney	3710	1	19		CLSD WINT. Land to N; take-off S.
Big Creek USFS	L	0.2 NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take-off NNE. Fence SSW. Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter. Soft when wet.
(PC)Blackfoot	P	1.5 N;riv NW	4488	1	h30-*L1-S5	F2	No storage.
← Boise	P	1.8 WNW;riv W	2660	1	26-S5	F3	Stay N of riv. Rgt tfc NNW. Use strip.
(NC) " AIR TERMINAL	P	4.5 SSW;RR 2 W	2858	4	h80-BL4,5,8-S5-W	F3	Non-rdo equipd acft use Rnwys 28R, 10L only when tfc NWbr SE, making left pat. on Rnwy 10L. Rgt tfc Rnwy 28R.
" Bradley	P	3.3 WNW;riv NE	2637	1	30-L1-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Major	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. No storage. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Boyill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis Wint. S end wet.
(PC)Buhl	P	1.8 W;hwy N	3660	1	26-S1	F2	
(P)BURLEY	P	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, sign SW.
Calder	L	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD. CLSD WINTER. Cattle on fld.
(PC)Caldwell	P	1.3 W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5 NW, Stanley	6635	3	40		Open June-November. ESE blkd.
(PC)Carey, Coats	L	0.2 W;riv SW	4790	1	25-*L	(F1)	
Cascade	L	2 SE;riv NW	4720	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	P	36 ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
Centerville	L	0.9 NNE;crk E	4000	1	15		Ctn-2' gully across strip approx 700' from SW end. CLOSED WINTER.
(PC)Challis	L	1.2 NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	P	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE Big Crk	6705	1	18		EMERG ONLY. Skis winter. Danger ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5 N; canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	05 S;bet rd, crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)Dubois, 23, SLC-GTF	P	0.8 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4 NE;RR S	2850	1	26-*L1		P-line S. Skis Nov to April. Ngt lndgs S. Soft when wet.
(PC)Emmett	L	2.6 SW;RR NW	2359	1	24		Use strip. Soft when wet.
Fairfield, Camas County	L	0.4 S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW; Challis	4750	1	17		Land to SE; take-off to NW, SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		Land WSW tk-off ENE. Cattle on fld. DANGEROUS. Mtns W. Down-drafts over lake. Soft spots on N end of strip.
Garden Valley	L	1.3 W; riv SW	3000	1	23		CLOSED-ditch across strip.
(PC) Glenns Ferry	L	1.3 WSW; riv S	2536	1	32		
← (P) Gooding	P	3.5 WSW; hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N; hwy W	5600	1	26		Ctn-winter. weeds. Cattle-fld. Soft off gravel when wet.
Grandview	L	0.7 ENE; riv S	2350	1	23		
(PC) Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC) Hailey, Friedman	P	1.1 SSE; RR NE	5315	1	52-S1	F3	Caution-ditches.
(PC) Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1 NW; riv NE	2300	1	14		Ctn-brush on strip. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW; take-off to SW.
Horse Heaven	L	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5 SW; hwy SE	3950	1	42		SW end soft. Ridge NE. Take-off to SW. Open May-November.
(P) IDAHO FALLS	P	2 NW; riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15 SE Stibnite	4662	1	23		Land NE; take-off SW. Holes SW end. Poor approaches.
Island Park, Last Chance	L	4.4 WSW; riv W	6160	1	30		S 500' usable only when dry. Soft-wet.
(PC) Jerome-County	L	3.3 ENE; rd S	4035	1	28		CLOSED.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED WINTER.
← (PC) Kamiah	L	0.6 SE; riv E	1194	1	28		Ruf. Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW; riv NE	2300	1	38-BL2-S5	F2	Field lights unreliable. Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft when wet. Ruf.
(PC) Kooskia	L	0.7 S; riv W	1265	1	19		P-line E. Hill NNW.
Krassel USFS	L	11 W Yellowpine	3852	1	13		CLOSED. DANGEROUS.
← Lake, Flying R	SEE: HENRYS LAKE, FLYING R (under new airports)						
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd: hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S; hwy NE	5990	2	41		DANGEROUS-Rocks. P-line NW.
(PC) LEWISTON-Nez Perce Co.	P	2 S; riv 1.5 NW	1438	2	h50-BL4-S5-W	F3	
(PC) Mackay	L	0.8 CE; RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont; bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	L	23 ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW; take-off NE.
← Malad City	P	2.6 WSW; hwy SE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE; hwy W	2696	2	25		N/S Strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5 ENE; riv SW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC) McCall	P	1 S; lk 1 N	5021	3	27-S5	F3	Ends NE/SW Strip unusable, ruf.
Melba	L	5.8 WNW; riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	L	1.5 SW hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6 NNE; hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd; p-line NNE. Cattle-fld.
← Moscow	P	1.5 S; RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8 W; RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
← Nampa, Ritchey	P	1.5 E; hwy NW	2535	3	28-S1	F2	WSW blkd; p-line ENE.
New Meadows	L	0.5 N; hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC) Orofino	P	1.3 NW; riv NE	1003	1	27-S5	F3	Use ctn. Ridge WNW. ESE. Rgt tfc Indg SE. Ruf.
← Paris, Bear Lake County	L	3.3 ENE; rd S	5928	2	h57-B		Caution-fowl on field.
Parma	L	0.6 SSE; RR NW	2225	1	26		P-line NW. Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S; hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only. when strong westerly winds. Loose rocks
Payette	P	2 NE; riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach	L	3.2 E; riv E	4500	1	15		Cattle on field.
(P) POCATELLO, Phillips	P	8.1 WNW	4448	3	h83-BL4,6-S5-W	F4	Ctc Pocatello twr for take-off landings. Bumps 750' from apch end Rnwys 21, 25.
(PC) Preston	P	1.5 NW; riv W	4726	2	33-S5	F2	Caution-located on plateau.
(PC) Priest River	L	0.7 NNW; hwy S	2180	1	25		
← (PC) Rexburg	L	1.2 NW	4858	1	30	F2	
Richfield, Reynolds	L	1 SW; riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5900	2	26		Use N/S Strip when wind permits. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
(PC) Rigby	L	1.7 S; hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3 NE; riv WNW	1800	1	25		NNE blkd: mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19 N E Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N, Canyon to S. Soft-wet.
Rupert, Brockie	L	9 ENE; riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
← St. Anthony	P	1.1 SSE RR NW	4966	1	39-S1	F2	Soft when wet.
" Kubal	L	4 SSE, riv S	5015	1	16		DANGEROUS. Rolling
(PC) St. Maries	L	1.2 NW; riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC) Salmon	L	4 S; riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" -River	P	1.2 S; hwy E	3980	1	25		Mtns NE, SE, W. Clsd Dec-May. Soft off gravel-wet.
(PC) Sandpoint	P	1.5 NNW; RR W	2126	1	h32-S1	F2	Soft off pavement when wet.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper flyers only. One way apch. Cattle-fld. Watch for tfc.
Shoshone, Andrew	L	2.5 E; hwy N	4000	1	24		Soft when wet.
" Flying Bar "S"	L	4.6 NNW; riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW; hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC) Soda Springs	L	1.3 SE; RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW Strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf.
Spirit Lake	L	0.7 W; RR NE	2500	1	22		Hills NW, SE. Ctn-debris; rd crosses strip. Cattle-fld.
Springfield, Wilcox	L	9.3 NNW	4700	1	20		EMERG ONLY. Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW; crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED. Lnd SW; tk-off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
← Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulohur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000' ENE soft-wet. When wind permits Lnd upstream WSW; tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10 WSW; riv SW	5500	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	4500	1	26		
Troy, Rouch	L	2.3 SE; RR W	2752	1	15		Ruf.
(P) TWIN FALLS, Joslin	P	5 S; canal N	4148	2	h49-BL4-S5	F3	
Victor	L	0.8 SE; crk SW	6240	1	31		INACTIVE. Use ctn-not maintd SE blkd.
Warren USFS	L	0.5 NW; rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC) Weiser	P	2.8 S; riv W	2120	2	34-S2	F2	Soft when wet.
Wilder	L	0.8 NE; hwy W	2550	1	19		P-line NNW.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S W. Cattle-fld.
" USFS	L	1 W; riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Henrys Lake, Flying R	L	2.8 SE, hwy E, SE	6630	1	30		Downdrafts when E winds. Mtn ENE. Cattle on field.
ILLINOIS							
Alexander, Negus	L	2.8 WNW; RR S	645	2	22		
(PC) ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW, hwy E	750	2	22-*L-S3	F2	No storage E blkd.
(N) Arlington Heights, Arlington	P	2 SSW	721	4	29-*L-S5	F2	P-line NE, NW.
← Aurora	P	2.7 NNW; RR E	701	2	30-S3-U	F3	N, S, W blkd; p-line E. Soft when wet.
Beardstown, Hood	L	2.1 SE; hwy E	440	1	18-(S3)	(F2)	
Bensonville, Sky Haven	P	1.5 SE; RR W	650	4	23-*L-S5	F3	S blkd. Use strips.
Benton	P	1.5 NW	445	2	26	(F2)	E blkd. Soft when wet.
(PC) BLOOMINGTON	P	3.3 E; hwy N	877	2	h37-*L4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
← Blue Mount, McCoy	P	5 W	615	2	19-*L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S5-W	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC) CAIRO	P	4.5 NNW; RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5 NNW; RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC) Carbondale, Murdale	P	4 NNW	408	3	h27-BL4-S5-W-U	F3	3900' strip available.
← Carlinville	L	1.4 E; hwy S	622	1	23-S1	F2	
Carmi	L	1.1 NE; RR S	390	1	28	(F2)	N, S blkd.
Casey	P	0.8 NW, rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town.
Centralia	L	1.5 ESE; rd N	520	2	26		N blkd. Soft when wet.
Champaign	P	2 NNW; hwy SW	753	3	28-*L-S5	F3	Turf usable by permission.
(PC) " UNIV. OF ILLINOIS	P	5.5 SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Charleston	P	1.3 SW;RR 1 NW	690	2	26-*L-S5	F2	N blkd.Rgt tfc E.S.Soft when wet. Rolling.
Chatsworth	P	1 S bet hwy, RR	742	2	26		Closed. N,E blkd.
Cherry Valley, Franklyn	P	1 E	750	3	33-*L-S5	F3	NE,S blkd;p-line N.
Chicago, Elmhurst	P	17 WNW;hwy S	707	4	32-*L4-S5	F3	E,SW blkd:antenna S.Rgt tfc S.SW apch.Use strips.
" -Hammond	P	24.6 SSE of Loop	660	4	53-B*L2-S5-U	F4	NW blkd.
" Hinsdale	P	18.2 WSW	710	2	26-S5	F2	P-line S.Use strips.Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-*L3-S5	F3	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2,3,4&7-S5-W	F4	2-way rdo rqrd.
" Stinson	P	13.1 WSW;quarry S	644	3	24-S5	F2	Banks SE,S Soft-wet.Use strips.
(PC) " Meigs	P	1 E	590	1	h28-BL4	F4	Sunrise to 2200,Rgt tfc N.FEE.
(AF,NG) " O'Hare-Chicago Intnl	P	16 NW;riv 2 E	657	4	h73-BL4,6-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	21 NW;RR W	642	4	h36-B*L-S5-U	F4	No 91 Octane
Chicago Heights Governor's	P	5 WSW;hwy E	750	2	30-*L-S5	F3	E blkd,Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	P	5 N;hwy E,S	800	1	26-*L-S3-U	F2	S blkd,No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville	P	2.4 SSW;hwy W					Closed.Unsafe for lndg.N,S W blkd,Ruf.
" Vermilion	P	4 E;hwy S, RR N	650	1	33-B*L4-S5-U	F3	N,S blkd, E/W strip discontd.
(PC) " VERMILION COUNTY	P	4.8 NNE;RR E	687	3	h40-S5-W-U	F3	Use rnwys.NW/SE Strip closed.
(PC) DECATUR	P	4 E;RR S	679	3	h53-BL4-S5-U	F3	
" -Aviation Company	L	4 NW	678	1	25		P-lines S,W,SW.Rolling.
DeKalb	P	1.8 E	900	1	h30-*L-S5	F3	p-line SE. Rolling.
Des Plaines, Ravenswood	P	2.5 SW;RR N	650	4	18-S5	F3	S blkd. Rgt tfc S, SE, W, SW. mrkd
Dixon	P	1.9 ESE;RR S	786	1	18-S5	F2	Code bcn. N,S blkd. Use E/W strip only.
East St. Louis, Lakeside	P	7 NNE;lk W	420	3	32-S5	F1	Soft when wet.Rgt tfc take-off N, NW, E.
" Parks	L	4.2 SW;RR SE	410	2	26-*L2-U		Rgt tfc take-off E,S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6 S;RR W	585	2	30-S1	F2	S blkd.Road crosses E/W Strip.
Elgin	P	2.3 N;riv E	770	3	h24-B-(S5)	(F2)	Rgt tfc rnwy 18. Rolling.
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Flora	L	0.8 SW;RR N					ABANDONED
Freeport, Albertus	P	3.5 SE;RR S	840	3	h23-*L1-S5	F3	S blkd.
" Hillcrest	P	4 ENE;riv 1 S	800	2	20-*L-S5	F1	Use strips.Rolling.
Galesburg	P	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E.Rgt tfc take-off SE.
" Munson	L	5 SW;RR N	780	2	21		N,E blkd.
Gillespie	L	1 W;RR S					ABANDONED
Gilman	P	1.2 NNE;RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	P	0.6 NE;RR E, W	499	1	26-S1	F2	
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll	P	1.5 E;RR N	650	2	26		CLOSED, -Unattended.
(PC) Harrisburg-Raleigh	P	5.2 N;hwy E	396	2	27-*L-S5-U	F1	1800' paved rnwy available-use when wet
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3 WSW;hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E;hwy N	510	1	28	F2	
Highland-Winet	P	3.6 NE;hwy SE	535	3	26-*L1-S5	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N,S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
Jacksonville		3.9 S;hwy E					ABANDONED.
(PC) " Mun	P	2.7 N;hwy E	623	3	32-BL4-S5-U	F3	
Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc Antenna NE.
(P) Joliet	P	5 W;riv W	580	2	h30-BL3-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S;hwy W	640	1	25-(S3)	(F2)	P-line W.Soft when wet.
Kankakee	C	3.2 WSW;RR 1.5 E	625	2	26-*L3,4-S5	F3	Ditch N, S blkd.Use strips.
Kewanee	P	3 S;hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E;hwy N	554	2	h17-*L	F2	1800' strip avail.
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
LaSalle, Vogel	L	6.5 NNW;RR E	664	2	20-S5	F3	P-line W.
(PC) Lawrenceville	P	4.5 NE;lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5 SE;RR N	437	1	22-S1	F2	S blkd;p-line N.Soft-wet.
(N) Libertyville	L	4.4 S	706	4	h29		Close d to all aircraft.
Lincoln	P	1.8 W;hwy N	591	2	31-S5	F2	P-line N.
(PC) " Logan County	P	2 ENE;hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC) Litchfield	P	1.4 SW;hwy E	690	2	h23-B-S5	F2	Shoulders soft,Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	P	2.2 WNW;canal E	664	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8 NNW;RR S	740	3	28-*L-S5	F2	P-lines S,SW.Rolling.
" York Township	P	2 SSW;riv W	726	2	20-S5	F2	Use strips.
Macomb	P	2.4 E;hwy E	695	2	26		N,E blkd.
Mahomet, Sangamon Valley	P	1.5 SE;RR N	720	2	18	F2	Rolling.Use strips.
Marion Air Park	C	1.8 ESE;RR S	430	3	27-*L-S5	F2	P-line N.Soft when wet.
(PC) Marion-Herrin, Williamson County	P	4.6 WNW;hwy W	472	3	h38-BL4-S5-U	F3	Fuel available 24 hours.
(PC) Mattoon, Coles Co., Mem'l.	P	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	
Mendota, Fitzgerald	L	1.5 NW;RR NE	800	1	24-*L4-S3	F2	
Metropolis	P	2 NW;hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7 NNW;hwy E	650	2	28-*L1-S5	F3	E blkd.
Moline, Miller	L	2.5 E;RR N	575	1	23		CLOSED.S blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
(P) MOLINE, Quad-City	P	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Land, take-off to E with winds 5 mph or less. Use rnwys.
Momence	P	3.5 WSW;riv N	645	2	25-S5	F2	NE,SW,NW blkd.
Monmouth	P	1.5 NNE;RR W	770	2	31-S5	F2	S blkd;p-line E.
Morris	P	4.5 N;hwy W	590	2	23-*L4-S1	F3	
(PC) Mt. Carmel	P	13.7 NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W;RR S	424	1	22-S1	F2	N blkd.Soft when wet.
(PC) Mt. Vernon	P	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2 WNW;RR S	800	1	23	F2	P-lines N,S.
Northbrook, Sky Harbor	P	1.6 NW;RR E	680	4	26-*L4-S5-U	F2	Ctc Unicom before landing.Rstd to acft under 12,000 lbs.Use strips.
Oaklawn, Harlem	P	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	P	1.8 ESE;RR S	537	2	30-S1	F1	S blkd.
Ottawa	P	1 NNW;rd N	615	3	29-S5	F3	N, NE, S blkd.Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	L	2 E;RRs N	670	2	23		N,S blkd.
Pecatonica	P	1 N;hwy E	750	1	24		CLOSED,Cattle-fld S blkd.Soft-wet.
Pekin	P	5 S;RR E	505	3	34-*L-S5-U	F3	E blkd;p-line W.
(NG) PEORIA, Greater Peoria	P	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Le Tourneau	L	1.8 NE;riv E	445	1	29-*L4		Use field for business only.
" Mt. Hawley	P	6.4 N;RR SW	800	3	30-L4-S5	F3	NE,SE,S,SW blkd.
Plymouth	L	2 W;rd S	650	1	20-(S3)	(F2)	S blkd.Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	21-*L-S1	F2	E blkd.
Pontiac, Chief City	P	1.5 WNW;hwy SW	632	1	27-*L-S1-U	F2	NE blkd.Soft when wet.
Princeton, Piper	P	1.5 E;hwy N	625	2	24-*L-S5	F2	N,S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E;hwy S	769	3	h54-BL3,4-S3-W	F4	
" Doc's	P	4.2 W;hwy S	480	1	28-S5	F2	P-line SE,NW.Use strips.
Roanoke, Fash	P	4.2 W;hwy N,E					ABANDONED.
Robinson	P	5.2 E;hwy S	500	2	35	F2	E/W Rnwy closed.S blkd.Ruf.
Rochelle	P	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S;hwy W	645	4	25-*L4-S5-U	F2	P-lines W,SW,NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED.Rgt tfc S.
(P) " GREATER ROCKFORD	P	4.9 S;hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE;riv NW	732	3	30-*L2-S5-U	F2	NE blkd;p-lines E,SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Leckrone	P	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4 WSW;RR N	670	2	20-*L-S5-U	F3	P-line N. Soft when wet.
Savanna, Stransdale	P	4 SE;hwy W	610	3	28-*L1-S5	F2	NW/SE Strip clsd-const.P-line W.
Serena	P	2.8 N;elevator SE	640	1	21-L4-S3-U	F3	P-line NNE.Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE,SE,SW,NW blkd.
Sheldon, Disoway	P	5.4 SSW;RR W	688	2	26-*L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S;RR E	772	4	33-S5	F3	Use strips.
(AF,NG) SPRINGFIELD, Capital	P	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.Fence apchend Rnwy 4,22.
" Southwest	P	3.5 SW;RR N,S	606	2	24-(S5)	(F2)	Use strips.
Steger, Will County	L	0.5 S;RR W	740	3	15		W blkd;p-line N.Soft when wet.Rgt tfc strips 9,36.
Stockton	L	1.9 SSE;hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE;RR N	650	2	23-*L-S3	F3	Soft when wet.
Sycamore	P	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off.P-line NNE,ESE.
Taylorville	P	1.8 WSW;RR SE	612	1	h22-S5	F3	2600' avail. Soft shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Urbana, Illini	P	2 NNE;hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W.CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S3	F2	
Virden	P	1 WSW;RR E,S,W	640	1	22-S3	F2	P-line N.
Warren, Evergreen	L	1.7 S;hwy W	1000	1	26		W blkd.
Waukegan	P	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-*L-S5-U	F3	Landing fee multi-engine aircraft.
(PC) West Chicago, DuPage Co.	P	3 NW;RR S	760	4	h32-BL4-S5	F3	
West Frankfort	L	0.8 WNW;RR W	400	2	18		INACTIVE.Soft when wet.
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B*L-S5	F3	
Williamson, W,L,S.	L	0.8 E;hwy E	600	1	26		N blkd.
Woodstock	P	1 NE;hwy SE	910	2	22-S1	F2	E blkd;p-line S.Caution-wet.Use strips.Equip on fld intermittently. Rgt tfc W.
Wyoming	L	1.4 SSW;hwy E	720	1	21		
NEW AIRPORTS (for airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	1	23		E blkd.Use strip.
Tuscola	P	2 SW	650	1	23-S5	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Anderson	P	3.5 SE;hwy N	910	3	32-*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	P-line NE.
(PC)Angola, Tri-State	P	4.2 W;hwy S	984	3	32-B-S5	F1	SE,SW blkd.
(PC)Annapolis, Port-O'-The Woods	L	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	27-B*L1-S3	F3	P-lines NNE,SE.
(PC)Bedford	L	3.5 SE;hwy E	728	3	h31-S3	F1	Use rnwys.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-B*L4-S1-U	F3	Use strips,rnwys.
" Veteran's		2.5 W;RR N					ABANDONED.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F1	No storage.E blkd.
" -Wells County	P	2.8 WSW;RR S	820	1	32-S3	F1	P-lines NE.
Brownsburg	L	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S.Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F3	E,NE,SE blkd;p-line SW.Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays.Ruf.
(PC)CONNERSVILLE, Mettel	P	2.8 NNE;canal W	950	3	h25-S3-W	F1	
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	P	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE,E.
Culver	L	2 E;lk W	815	2	23		Rolling.Use strips.
Decatur, Hi-Way	P	1 SW;hwy E	775	1	22-(S3)	(F1)	Atnd eve. and suns.No sto.E blkd.Use strip
DeMotte, Cheever	P	2.2 SSE;hwy E	676	3	29-S1	F1	N,S,WNW blkd;p-line ESE,Ruf.
Dyer, Triangle	P	1.5 NE;RR E	630	4	25-*L1-S5	F2	S blkd.Use strips.
Elkhart	P	2.7 NNW;hwy 1 E	752	2	26-*L4-S5-U	F1	N blkd.
" East Side	P	2.5 E;riv N	750	3	30-*L3,4-S1-U	F1	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2S;hwy NW	866	2	23-*L4-S5	F2	P-line W.
(P)EVANSVILLE,Dress Meml.	P	4.5 NNE;RR W,E	389	3	h60-BL4-S5-W	F4	P-line E.Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S.No storage.
(NC)FORT WAYNE, Baer	P	7.5 SSW;RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	4	h33-B*L2-S5-W-U	F3	
Franklin	P	4 S;hwy 2 E	745	3	24-*L1-S5	F1	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	P	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	590	2	h46-*L4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S,SW.
" Midway	L	4.9 NW;riv NE	780	2	24-*L3,4-S5	F1	SSE blkd;p-line W.
Greencastle	P	2.5 ESE;RR 1 N	822	3	20-S5	F1	P-line S.
Greenfield, Pope	P	1.9 ENE;RR S					ABANDONED.
Greensburg	P	2.1 WSW;RR N	915	2	23-S5	F1	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-*L4-S5	F1	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1 S	659	2	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3 S;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S3	F2	P-lines SW,NW;gully S.
(P)INDIANAPOLIS	P	8 SW;RR N	796	4	h51-BL4-7-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13,18,22,27. Rnwy 4 open jet acft.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd.Ruf.
Jasonville	L	0.5 NE;hwy E,S	600	2	23-S1	F1	Rolling.Use strips.
Jeffersonville, Hap's	L	2 N		1	20	F3	P-line S.
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-S3	F1	P-line SE,SW.No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines N,E,SE,NW.
KOKOMO	P	4.7 NE;rd N	827	4	h40-*L4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
La Fayette, Aretz	P	3 NE bet RR,hwy	614	2	30-S5	F1	P-line WNW.Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	36-*L4-S5	F3	P-line WNW.Use strips.
Lake Village	P	1 NW;hwy S	650	2	26-*L-S5	F2	Use strips. SW,NW.
LaPorte	P	2.5 SSW;RR W	803	aw	30-BL4-S3	F3	Dcn & lgts inop after 2400.P-line S,SE.
Lebanon	P	1 S	958	2	17-S1	F1	Knoll NW end NW/SE Strip.Use strips.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE.N blkd. Use strip.
Lowell, Bailey	P	4.8 SW	690	2	22-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	L	3.8 SSW;hwy E	850	3	24		
" West Side	P	2.5 NW;hwy S	851	2	27-*L4-S5	F3	
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N.Use strips.
Mentone	P	2 SW;hwy E	800	1	20-S3	F1	
Michigan City	P	4 E;hwy jct SW	650	2	24-*L4-S5-U	F3	Tower N;P-line S,E.
(PC) " Mun.	L	2.5 S;hwy N,W	668	1	29	F1	
Mishawaka, Sportsman	P	3.7 NE;riv S	760	3	26-S5	F1	NE,E,SE,S,SW,W blkd.
Monticello	P	5 SSW	695	1	19-S5	F1	
" Congram	P	1 ENE;riv W	650	1	20-S1	F1	E blkd.
Mt. Vernon	L	1E;bet hwy,riv	390	2	26-(S1)	(F3)	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F1	S,SE blkd;tank SW.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F3	3400' strip available.
New Carlisle, Gordon	L	2.8 ESE;hwy 1 N	736	2	16		Use strips.Ruf.
New Castle	P	1.8 ENE;hwy N	1080	3	29-S5	F3	N,NE,blkd.Rgt tfc W.Use strips.
" -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N,S,SW blkd;wires NE.
(PC)N.Vernon, St. Anne	L	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S3	F3	
(AF) " Bunker Hill	L	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E,W blkd,Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-*L1-S5	F2	S blkd.Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	23-*L4-S5	F1	NE blkd;p-line N. Use strips.
Princeton	P	0.8 E;RR NE	502	3	20-S1	F1	Use strips.Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-*L-S5	F2	Hill E.
Rising Sun	L	0.5 N	530	3	22-S1	F2	Rolling.
Rochester	P	1.5 E bet RR,hwy	787	4	25-S5	F3	N,NE,SE,S,NW blkd.Use rnwys.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E,S blkd.
Salem, Boss-Denien	L	3 WNW;hwy S	876	1	24		SSW blkd.
Scottsburg, Air Harbor	P	1.5 W;hwy N					ABANDONED.
Selma, Huffman	L	0.8 SE;RR N	1014	1	19		SE blkd;p-line NW.Rolling.Use strip.
" Reese	P	3.5 SW;riv 1 W	991	4	20-S5	F1	E blkd.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	P	2.7 E;hwy NE	630	3	18-S5	F1	NE,E blkd;p-line N.Use strips.
Shelbyville, Suco	P	0.7 SE;RR E,NE	793	4	21-*L4-S5	F3	P-line N.Rgt tfc N,NW,NE,E.
Sheridan	P	2.1 N;rd W	940	3	23-S5	F3	SW,W,NW blkd.Use strips.
" Black Hawk	P	5.3 N;road E	925	2	18-S5	F1	P-line N.Use strips.
Shoals, Stiles	L	1.2 N;riv W	490	1	22		Hill S.
(P)SOUTH BEND,St.Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2300-0700 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail,bcn and tetrahedron not to be used to indicate suspension of VFR tfc.Sod areas clsd. Equip on fld.Use rnwys P-lines NE,S.
" Cadet	L	6.5 NE RR 2 E	730	3	25-S1	F3	SE,S,SW blkd.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N,NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N,NE,SE.
(P) " HULMAN	P	5 ESE;hwy N	585	3	h53-BL4-S5-W	F4	Use rnwys. Fuel on req after 2300.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B-S1	F2	
" Urschell	P	1.7 N;RR S	829	2	26-*L4-S5	F3	Use strips.P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	415	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-S1	F1	Rgt tfc S,W.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail. Rgt tfc N,E.NE.Use rnwy strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE,SSW blkd.Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-*L1-S5	F2	P-line W.Use strips.
(P)WEST LAFAYETTE,Purdue University	P	1.5 SW	605	1	h35-BL2-W	F4	N blkd.Clsd acft over 26,500 lbs gross weight or larger than C-47 or DC-3 xcpt by special permission. Crane S.Use rnwys 3800'strip avail.
Winchester	P	3 E;hwy N	1109	4	23-S5	F1	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet.Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical alignment).							
Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
IOWA							
Albia Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-S5	F1	P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld.P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W;hwy E	1153	3	33-*L-S1	F1	P-line N.
Audubon	P	1 SSE;RR,hwy W	1300	1	15-S1	F2	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk.P-lines N,S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD.Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends.No storage.S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk.Rolling.P-line S.
(PC)Boone	P	2 ESE;hwy N	1143	2	26-BL4-S2	F2	Rgt tfc NE,NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S5-W	F4	Rgt tfc rnwys 12,18.
Callender, Peterson	L	1.2 WSW	1200	1	18		

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-1-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IOWA			
Carroll	P	4.2 ESE;RR N	1196	3	34-S3	F1	
(P)CEDAR RAPIDS	P	6.7 SSW;RR E	863	2	h54-BL4,6-S1	F4	
" Hunter	P	3 S;hwy E	732	4	27-*L4-S5-U	F2	
Centerville	P	3.5 SSW;RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N,E,W blkd, Land at own risk.
(PC)Charlton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots	L	2.3 NNE;hwy W					REPORTED ABANDONED.
(PC)Charles City	P	3.2 E;bet RR, hwy	1126	3	28-BL4-S5	F2	P-line N,S,SW,NW.
(PC)Cherokee	P	1 S;RR W	1212	3	33-*L1-S5	F2	P-lines NE,SE,Rgt tfc NW,N,NE.
(PC)Clarinda	P	1.3 SE;RR W	992	3	h21-BL4-S5	F1	Rgt tfc SW,SE. Ditches S,NNE.
" Schenck	P	0.8 SE	992	1	28-S3	F2	Rgt tfc N.
Clarion	P	1.4 NW;hwy S	1162	4	27-BL4-S3	F2	P-lines NE,NW. Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)Clinton	P	7 WSW;hwy S	701	3	h37-BL4-S5-U	F3	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	950	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE;hwy S	974	4	37-S3	F1	SW blkd;p-line SE; tank S.
Creston	P	2.5 SW;RRN	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W;hwy W,N	1015	2	18-*L1-S3	F2	
(P)Davenport	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S3	F2	
(PC)Denison	P	2.8 SW;hwy N	1280	3	30-B*L3-S5	F2	Soft-wet, Land at own risk.
" Chamberlain	L	1.3 SE;riv N	1200	1	18		Soft when wet.
(NC)DES MOINES	P	4.5 SSW;hwy S	957	4	h75-BL4,5,6-S5-W	F4	
" Dodge	P	8 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd, Land at own risk.
(PC)DUBUQUE	P	7.5 SSW;hwy E	1075	2	h56-BL4-S5-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	900	1	22-(S1)	(F1)	Land at own risk, Rolling.
(PC)Eagle Grove	P	3.4 NNW;RR E	1131	2	26-*L1-S3	F2	
Elkader, Meyer	P	1.1 SE;RR E,S	915	2	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5 S;hwy E	1200	1	20-*L1		S blkd,S end rolling.
Emmetsburg	P	1.3 SW;RR N	1205	3	35-S3	F2	
(PC)Estherville	P	4.6 E;hwy S	1298	3	32-*L1-S5	F2	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy 1,3 N	1190	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	P	3.5 N;hwy E	1160	2	h44-BL4,6	F2	Use rnwy-sod unusable.
Fredericksburg, Arle's	L	0.7 S;RR W	1150	1	14		Rolling.
Garner, Wicks	P	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 14 N	770	2	23-S1	F1	Rolling.
Grennell		4.5 E;hwy S					(ABANDONED)
(PC)Guthrie Center	L	0.5 NW;riv E	1083	3	26-*L-(S1)	(F1)	
Guttenberg, Ahels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd,Soft when wet.
Hampton	L	2.7 NW;lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5 SSW;hwyE	1204	2	27-S3	F1	P-line S.
Hartley	L	1.2 SSE;RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S,SE;bins NE.Atnd week-ends.Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip.Rolling.
Independence	L	4.1 W	990	3	26		P-line N,NW.
(PC)IOWA CITY	P	1.7 SW;riv E	661	3	h43-BL4-S5-W	F3	
" Indian Lookout	L	4.2 SW;hwy E					ABANDONED.
Iowa Falls	P	4.1 S;RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E;hwy N	1041	2	24-*L1-S5	F2	
(PC) KEOKUK	P	4.6 NW	671	2	h38-BL4-S5		
Lamoni, 10, MKC-MPS	P	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	850	3	26		Land at own risk, Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1250	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-*L1-S5	F2	W,NW blkd;p-line SE.
Lenox	L	1.3 N;hwy W	1200	1	26		N blkd,Rolling,Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	P	1 S;RR, hwy W	935	1	25-S1	F2	N S strip perm clsd.
Manning	L	0.6 SW;RR W	1321	2	24		Tower NE.
(PC)Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	SE,SW blkd,Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
Marshalltown, Niederhauser	P	4 N;hwy 1 E	990	2	26-BL4-S5	F2	W blkd;p-line N.
(P)MASON CITY	P	6.5 W;hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE;riv S	1215	1	22-S1	F2	Rolling,Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd,P-line S,Cattle on fld.
Melbourne	L	0.3 S;RR E	1000	1	24-*L-S1	F1	NE blkd,Use strip.Ctn-strip shortened to 1500' by fence at times.
Missouri Valley	P	1.5 S;bet RR, hwy	1000	1	25		S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IOWA			
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19-S1	F2	
(PC)Muscatine	P	6 SW;hwy SE	546	2	42-BL4-S3	F2	
" Greiner	L	6 N;hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E,N	1000	2	26-(S1)	(F1)	E,NW blkd,W end E/W Strip ruf.
Nevada, Farm & Home	L	2 NW;RR 1 S	950	1	26		Rolling,P-line N.
" Nelson	P	1.7 W;hwy N	995	2	21-*L1-S5	F2	Rolling.
" Paul	L	3.5 NNW	1000	1	21		Use strip.
Newton	P	1.5 ENE;hwy S	950	3	24-*L1-S5	F2	P-line S.
" Flying Service	L	3 W;hwy S	960	1	22-S1	F1	SE blkd.
Nora Springs, Spotts	P	3.2 W;RR S	1170	2	26-*L-S1	F2	E blkd,Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3 W	1050	3	28-S5	F2	W blkd;p-line NW. Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N;RR, hwy E	1125	1	22		P-line N,Rolling.
Oskaloosa	P	2 SSE;RR NE	850	2	21-*L1-S5	F2	P-line NE. Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Pella	L	3.5 SE;RR NW	877	1	24		
(PC)Perry	P	3.5 WSW;hwy N	1014	2	23-*L1-S3	F2	
(PC)Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph	L	1.7 NNE;RR W	980	1	20		N blkd.
(PC)Red Oak	P	1.5 W;hwy N	1044	3	28-L4-S5	F2	N end N/S Strip soft-wet,P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	P	3 N;riv W	1361	2	23-*L1-S1	F2	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N,W blkd,Rolling,Use at own risk.
Sac City	P	3 SSE;riv W	1160	2	22-*L1-S5	F2	
Sheldon	L	5 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E;RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;rivNW	963	2	37-BL4-S5-U	F2	
Sibley	P	2 S;RR NW	1500	2	26-*L1-S3	F2	E,S,W blkd;p-line N.
Sigourney	P	3 S;riv N	692	2	24-S5	F2	S blkd,Soft when wet.
(AF,NC)SIOUX CITY	P	6.5 S;RR 1 NE	1097	3	h75-BL4,6-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S.Dak. Rickenbacker Fld.						
Spencer	P	2.9 WNW;RR 1 S	1335	3	40-*L4-S5	F3	P-line NE.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE;RR 1 SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd;p-line SE;culvert W. Use strips. Cattle on fld.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd, Land at own risk.
Wallingford	L	0.3 SE;riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
(PC)WATERLOO	P	5 NW;riv 1S	870	3	h54-BL4-S5-W-U	F4	
" Canfield	P	3 NW;hwy NE	800	4	28-S5	F2	P-lines N,NE, bldgs SE,W blkd.
Waverly, Evans	L	2.2 SSE;riv E					ABANDONED.
Webster City	P	3.3 SW;RR 2,3 N	1100	4	26-S5	F2	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E;RR S	700	1	13-(S1)	(F1)	E blkd,Land at own risk.
Winterset	L	4.5 W;hwy N	1170	1	21		
Woodward	L	3.2 NW;RR 25 S	1060	1	22		
NEW AIRPORTS (or airports out of alphabetical alignment)							
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	L	0.7 NW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC) Waverly, Bantam	L	6 E	1000	1	26	(F1)	P-line N.
Grant Center, Maynard	L	2 E;RR E	1100	1	16	F1	
				KANSAS			
(PC)Abilene	P	1.7 WSW;RR N	1148	3	h21-*L4-S5	F1	NE blkd;p-line SE Strips ruf.Soft-wet.
Anthony, 24, AMA-MKC	L	2.7 WNW;hwy S	1339	2	45-BL4		ESE blkd,Caution-wet.
Arkansas City	P	3.5 S;hwy,RR W	1067	4	27-S5	F2	N,NE,S blkd;p-lines SE,SW.
" Strother Aux #1	L	7.5 NE;riv E	1050	1	26		Use strip.
" " Aux #2	L	6.6 W;hwy N	1237	2	h40		Use rnwys,Ruf.
Ashland	P	1.2 S;RR NW	1940	2	32-S5	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-S3	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips.
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	E,W blkd;p-line S.
Baldwin, Bell	L	2.2 E;hwy S	1040	1	23		S blkd.Use caution apchg S.
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW.Use strips.
(PC)Beloit	P	1.2 NW;RR S	1416	3	33-*L4-S5	F2	SW blkd,Erosion.Use strips.
Bern	L	0.6 S;RR N	1300	1	24	(F1)	P-line N,Ctn-gopher holes.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

KANSAS

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
Bird City	L	0.5 S	3575	2	24-B	(F1)	P-line N.Caution-wet.Use strips.
← Brewster, Hutton	L	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf. Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd.Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	L	1.2 E;hwy S	1140	2	22		SE blkd;p-line SW.Ruf. Use strips.
(P)CHANUTE	P	2 WSW;lk SE	1001	2	h42-BL23-S5-W	F3	E,SE blkd;p-lines S,NW.
(PC)Cimarron	L	1.8 N;hwy W	2720	3	29-(S1)	(F1)	S blkd;p-line WNW.Soft when wet.
← Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S,SE,SW,NW.Ctn-wet.Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet.Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
Coffeyville	P	2.5 NW	880	3	h26-BL4-S5	F2	NE,NW,SE blkd;p-line SW.Ruf.
(PC) " McGUIGIN	P	5.3 NE;RR 15 W	759	4	h59-B*L4	F1	Use rnwys.
← (PC)Colby	P	1.8 N;hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf. Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater, Stark	L	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip.Cattle on fld.
Collyer, Scherr	L	1.7 E;RR N	2567	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S1		NE blkd;hedge S. Soft when wet.
← (PC)Concordia	P	1.7 S;hwy W	1492	3	36-S1	F2	Erosion edges of strips.Use strips.
" Blosser	L	1 S;hwy W	1510	1	18		P-line E. Caution-ruf.
← (PC)Cottonwood Falls,Chase Co.	L	0.5 SSW	1264	1	26		P-line N.
Council Grove	L	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2760	3	25		ENE blkd;p-line S,SE.
← (P)DODGE CITY	P	3 ENE;RR SE	2594	4	h46-BL2-S5-W-U	F4	Use rnwys.
" Ford County	L	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W Rnwy.
" Wilroads Gardens	P	6.3 ESE;RR S	2440	1	22-S5	F2	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	L	4.7 N	920	3	h40		
← El Dorado	P	3.6 SE;hwy W	1400	4	25-L4-S5	F2	E,S blkd;P-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3500	3	32-(S1)	(F1)	Use strips.
← Ellinwood	P	1.5 NW;hwy,RRS	1790	2	26-S5	F2	Caution-Oil Well 58'E of N/S Strip. Use rnwys.
Ellsworth	L	1 N;hwy S	1611	2	24		
Elmo, Brewer		1.5 WSW;RR N					ABANDONED
(P)Emporia, 37, AMA-MKC	P	5.4 S;hwy E	1204	3	h21-BL4-S5-W	F3	4000'avail N6 strip.Use center of strips-dry;paved rnwy-wet
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd.
Fall River	L	3.9 NW;dam NNE	1035	1	20		S blkd.Rolling.
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5 SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3 NNW;hwy E	880	2	26		
Garden City	P	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
(P) " NEW GARDEN CITY	P	8.5 ESE,RR SW	2895	4	h65-B*L4-S1-W	F3	Use rnwys.Caution-E 800' Rnwy 8-26 abandoned.
(PC)Gardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd.Use strips.
(PC)Garnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times.Intsxns ruf.SSW blkd.
Glasco, Hurley's	L	2.4 SE	1340	2	26-S3	F1	N,S blkd;p-line E.
(P)Goodland	P	2 NNE	3653	4	37-BL4-S5-W	F3	
(PC)GREAT BEND	P	5 WSW;hwy SE	1891	3	h80-BL4-S5-U	F3	Use rnwys.
← Greensburg	P	1 E;RR N	2230	3	28-L4-S1	F2	N,NNE blkd.Use strips.
(PC)Harper	L	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
← Hays	P	1.5 E;RR S	2020	AW	29-*L2-S1	F2	
(PC)Herington	L	8 ENE;RR 3 N	1485	3	h67		Closed civil aircraf.,Rgt tfc NW.
(PC) " Soo	L	1.5 SE;hwy N	1450	1	24-(S5)	(F1)	P-line N. Use strip.
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
← (PC)Hillsboro	L	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington	L	1.3 NE;hwy S					ABANDONED.
Holyrood	L	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	L	1.2 NNW;hwy E	1134	2	22	(F1)	
Hoxie	L	0.8 N;hwy S	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2660	2	19		Caution-erosion-ditch center E/W Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3107	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4-S5-W	F4	S blkd;p-line SW.Use rnwys.
" Mills	L	4.4 S;RR W	1520	1	25-(S1)	(F1)	
(PC)Independence	P	6 SW;RR E	820	4	h55-BL4,S1	F4	Ruf.
" Arpt	L	5 N;hwy W	847	3	22		Caution-rolling.P-line SW.
(PC) " Montgomery County #1	L	9.5 NW;hwy W	918	1	35		Use with caution.Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution.Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
← Iola	P	3.2 SSE	1020	4	32-S5	F3	Soft when wet.Use strips.
(PC)Jetmore	L	7.2 S;hwy W	2465	4	h60		Use rnwys.
← Johnson	P	0.5 NW;hwy NW	3330	3	28-S5	F2	N, NE, S blkd.
(PC)Junction City	P	0.8 NW;hwy E	1104	3	36-B*L4-S5	F1	P-lines NE,SSW.Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
← Kanorado, Winter	P	0.6 SE;RRN	3910	2	23-S1	F2	Ctn-140' elevator NW.Ruf.Use Strips.
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N,E	746	4	h67-BL2,4-S3	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	P	1.5 NNW;RR E	1600	4	27	F3	S,SW blkd.Use strips.
(PC)Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S.Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS, N,NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
← Larned	P	1.6 NNE;RR SE	2012	4	36-S5	F2	Use caution on N/S Strip;soft when wet.
Lawrence	P	2.5 NNE;hwy S	832	3	32-*L2-S5	F3	P-line W.Use strips.Ruf.
(PC)Lenora	L	1.2 NNW;crk NE	2325	2	24	(F1)	Ruf.
Leoti		1.5 ESE;hwy N					ABANDONED
(PC)Liberal	P	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
← Lincoln	L	1.5 NW;RR S	1412	2	27-*L4		NE,NW blkd.
← Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N;windmill S. Use strips.
Macksville, Smith	P	1.3 NNE;RR S	2000	2	26-S1	F1	S blkd.Use strips.Rolling.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F3	Use rnwy.strip.Ditch SE end of NW/SE rnwy.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd.Use strip.
← Mankato	P	1.4 NW;RR SW	1840	2	86-S3	F1	Windmill NE;dike W end E/W Strip. Use strips.
← Marion	L	1.8 ESE;hwy N	1370	4	36		S end N/S and NW/SE Strips soft when wet.E,NE,S,NW blkd;p-line SE,SW.
(PC)Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
(PC)McPherson	P	1.5 SW;hwy adj	1493	2	h23-S5	F3	P-line N,E. Shoulders soft-wet.
Meade	L	1 W;RR,hwy N	2528	2	26-B*L4	F1	P-line N.Use strips.Caution when wet.
Medicine Lodge	L	21 SE; RR S	1520	3	34-(S1)	(F1)	Ctn-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters.N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	2	23-S5	F1	E blkd.
← Norton	P	0.7 NNW	2365	2	52-B*L4-S1	F2	Ruf.Use strips.
Oakley-Bertrand	P	0.6 SSW;RR N	3042	4	24-S1	F2	S blkd;p-lines N,SE.Use strips.Ruf.
← Oberlin	P	0.9 NW;hwy SE	2684	3	26-B*L4-S5	F2	SE blkd.Ctn-60' poles adj S.Use strips
Olathe-City	L	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
(PC)Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		Caution-erosion on edges.Use center of strips.
Osborne	L	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	P	5.3 S;hwy W	975	3	h24-S5	F2	Use N/S Rnwy. Ruf.
" Conard		3.8 NNE					ABANDONED
Oxford	L	4.5 E;RR S	1200	2	33		NW blkd.Use strips.Ruf.
Parsons	L	2 NW;RR S	936	2	23-(S1)		Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
← Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)Pittsburg, Atkinson	P	2.5 NW;hwy E	948	3	h40-B*L4-S5	F1	Use rnwys.
Plains	L	0.3 NNE;hwy N	2772	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
(PC)Pratt	P	4.5 N;hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1930	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie, Prairie Oak	L	1 NNE;RR NW	1530	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
Protection	L	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf.obstns-dangerous
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle-fld.Use strips.
(P)Russell	P	2.7 ESE;hwy NE	1863	3	32-BL4-S5-W	F2	N,NE,SW blkd;p-line S.
(PC)Sabetha	L	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
← St. Francis	P	1 S;hwy N	3415	3	37-B*L4-S5	F2	P-line N. Ruf.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips, rnwy only.
Satanta	L	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Caution when wet.
Scott City	P	1.3 ESE;hwy N	2970	4	h25-*L-S5	F3	3200' strip avail. W,SW blkd; p-lines N,NE.Ruf. Use strips.
Sedan, Walter's	P	2.7 SSE;hwy SW	850	1	17-S3	F2	
Seneca	L	0.5 W;RR S	1250	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
← Stafford	P	2.5 W; hwy N	1889	4	26-*L3,4-S5-U	F2	P-line N,NE. Lgts avail. sundown-0200. Use strips. Ruf.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
← Syracuse	P	1 N;hwy W	3320	2	36-B-S1		P-lines SE,SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F1	WSW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-*L1-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	Bridge SE. Use rnwys.
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3550	2	26		P-line W.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Ulysses	P	1.3 NNW;hwy E	3050	3	30-*L4-S5	F2	S. blkd; Fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
(PC)Washington	L	0.9 E;hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2 WSW;RR S	1332	2	h73-BL6-W	F4	Use rnwys.
" Beech	L	6 E;hwy S	1378	3	h51		Factory use only.P-line N.Night landings prohibited.
" Cessna	P	4.5 SE	1384	5	h20-S5	F1	Ctc McConnell twr for tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5	F2	P-line N, SW. Use strips.
" Rawdon	P	5.7 E	1396	1	24-*L1-S5	F3	P-line S. Rgt tfc N, W. Use strip.
" Riverside	P	5 NNW;hwy S,W					ABANDONED.
" Westport	L	4.5 SW;RR N	1290	1	26		N blkd.No storage.Cattle-fld.Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC)Winfield, Strother	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F3	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3327	3	26	(F1)	P-line S,SE-NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line,rolling,ruf.
KENTUCKY							
(PC)Ashland-Boyd County	P	7.5 NW;RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr.prior req thru Huntington
Bardstown, Nelson County	L	4.1 W;hwy S	630	1	21		Cattle on fld. Caution when wet. (rdb.
(P)BOWLING GREEN-Warren County	P	2.5 SSE;hwy W	540	2	h40-B*L4-S5-W	F4	Use rnwys.
(P)COVINGTON Greater Cincinnati	P	10.5 SW;riv 25 NE	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. strip perm. clsd.
Danville, Goodall	P	4.2 S;RR 1 W	1030	1	24-S5	F1	N blkd. Ctn-trees all apchs.ESE/WNW
David, Permele	P	0.9 N;RR E	700	1	26		CLOSED.Caution-hills.
Eminence, Giltner	L	4.5 SW;rd E	790	1	13		SW end rolling.
Falmouth, Pendleton County	L	0.9 SSW;riv E,S	550	1	16		Hill S. Rgt tfc S. Cattle on fld.
Frankfort, Cedar Hill	L	4.4 NE;hwy W					ABANDONED.
(PC)Georgetown, Marshall	L	1.5 S;hwy E	910				CLOSED-CONSTRUCTION.
Gilbertsville, Ky. Dam, State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E,W landings use rnwy.
Golden Pond, Ky. Lake	P	4.4 W;lk W	388	1	22	F1	Hills N, S, E. Caution when wet.
Harlan	P	5.3 NE;riv S	1230	1	21-S1	F2	E blkd.Mtns each side of strip.
Harrodsburg, McAfee	L	5.9 N;hwy W	861	1	22-S5	F1	E blkd;p-line W, Rolling.
Hartford	L	0.3 S bet RR,hwy	405	1	24		S 1200' flooded during high water.
(PC)Hazard	L	2.5 NNW;riv N,W	861	1	21		S blkd.Mtn sur fld.
Hodgenville, Evergreen	L	3.9 SW;riv NW	735	1	12		P-line SE. Rolling.
Hopkinsville	L	0.8 E;hwy N	540	1	18		CLOSED-seeded.
" Garnett	L	5.5 SSE;RR 18 W	586	1	23		Ctn-woods N, S.
(P)LEXINGTON, Blue Grass	P	6 W;hwy N	978	3	h50-BL4-S5-W	F4	W blkd.
London	P	3SSE;hwy E	1201	1	h40	F2	Use rnwy.
(P)Louisville, Bowman	P	5.5ESE;RR 2 N	549	3	h43-B*L2,4-S5	F4	WSW blkd; p-line S.
(NG) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,7-S1-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6 ENE;RR S	420	2	h25		CLOSED-NOT MAINTAINED.
" Athey	P	1 NE;hwy's S,W	500	1	24-S5	F1	
Manchester, Sky	L	2.7 SE;hwy NE					ABANDONED
Marion-Jaycee	L	3.5 S;hwy E	709	1	18		P-line E.Rolling, ruf.Cattle on fld.
(PC)Mayfield-Graves Co.	P	3.6 ENE;hwy S	580	1	h33-S1	F3	Caution-cemetery 100' N end rnwy. Use rnwy.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling, Stock on fld.
(PC)Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E,Levee W,Use rnwys.
Milford	L	0.5 SE;riv S,W	500	1	14		Ruf. Hill SSE.
Monterey, Karsner	L	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
Morehead	L	8 WSW;RR N	610	1	20		300' SW end ruf.
(PC)OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F3	Use rnwys.
(P)PADUCAH, Barkley	P	8.8 W; RR 1N	405	4	h40-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	P	2.1 NNW;RR S	671	1	15-*L4-S3	F1	Caution-mtns sur fld.
Richmond, Port Richmond	L	4.6 E;hwy S	975	2	20		N, S blkd.
Sebree, Major	L	2.1 NE;riv E	390	1	25		S blkd.
Shelbyville, Shelby	L	2.9 E;hwy S	850	2	17-S1	F1	
(PC)Somerset-Pulaski Co.	P	2.5 S;hwy W	927	1	30-S5	F1	
Stanton	P		650	1	26-S1	F1	
(PC)Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Liberty	L	2 NNW;hwy W	900	1	15		Caution-hills, mtns sur fld.Follow valley on apchs.
West Point	P	1.3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1.4 WSW;hwy S	760	2	16		Caution-slippery when wet.
LOUISIANA							
Abbeville	L	3 E;hwy S	16	2	20-S3	91	
Alexandria	P	2.4 NW;hwy N	88	1	25-S1	F3	NE blkd.
" McArthur Drive	P	2 WSW;hwy E	87	1	26-S5	F1	
(PC)Bastrop, Morehouse Mem'l	P	2.5 SE;RR W	169	2	30-S5	F3	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE;RR SW	35	1	41		NW blkd.Cattle on fld.
" East Baton Rouge Parish	P	3.5 E;hwy N	53	aw	31-B*L2-S5-U	F3	Bndry lgts on prior req after 2400.
(P) " Ryan	P	5.5 N;riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2 N;RR E	113	2	32-*L4-S5-U	F3	S blkd;p-line E.
Bossier City, Shirley	P	5 SE;riv W	167	2	32-S5	F1	No storage.
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	F1	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	L	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-S3	F2	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf.Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3 WSW;hwy N	203	4	h45-S1	F2	Use rnwys.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Dolse	L	1.5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W, NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE;rd N	5	2	18		ENE, ESE , WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC)Hammond	P	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0.9 N;hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly	L	1.2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW. Cattle on fld.
" Howell	L	2.5 ENE;rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE;RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	36-B*L4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan, Trahan Airstrip	L	6 W;hwy N	14	1	20		P-lines N,S.
(P)LAFAYETTE	P	2 SE;RR W	41	2	h51-BL4-S5-W	F4	Rnwy lgts on req after 2400.P-line SSW. Use rnwys.
" Bois De Lafayette	L	2.5 S;hwy E	39	3	20		P-lines N,S.
" Girard	P	2 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	L	0.5 ESE;hwy S	8	aw	16		NNW,SSW blkd.
" Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E;riv E	110	1	18-S5		
(PC) " Byerley	L	1.8 NW;lk S	106	2	35	(F3)	
Logansport, Averette	L	4.2 NNW;rd E	300	2	20		S blkd;p-line SSE.
Longville	L	0.5 SE;RR W	80	1	27		
(AF)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC)Marksville	L	2.2 S;RR E	78	1	27		
Minden	L	1.5 W;hwy S	200	2	23		
" Mun.	L	6 NNW;rd E	240	2	27		
Monroe, Mid-South Duster	L	6.8 S;hwy W	80	1	23		P-line W, Use strip.
(P) " SELMAN	P	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morganza, Pte Coupee	L	0.1 S;RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20 NEW-MKC	P	2 SSW;hwy E	115	2	h41-BL4-S5	F3	

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	P	5 NW;hwy NE	28	2	h40-BL4-S5	F3	Use rnwy.
(NG) New Orleans	P	6.5 NNE	8	4	h38-L4-S5-W-U	F4	P-line S,SE.
(PC) " Callender	P	9 SSE;riv E	5	3	h50-BL2,4-S3	F3	Use rnwys.
(P) " MOISANT INTN'L	P	11 WNW;riv S	3	4	h70-BL2,4,6,7-S1-W	F4	No 80 octane avail, 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	P	2 NW;RR S	75	3	h45-BL4-S3	F3	Rnwy lights on to 2400.
(PC) Patterson, Williams Memorial	P	2 WNW;bayou NW	9	3	45-S3	F1	WNW, NNE blkd.
(PC) Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1 WNW;RR S	77	1	15-S5	F1	No storage, Soft when wet.
(PC) Rayne	L	1 NW;RRS	30	2	18		
" Hains	L	4 SSW;rd E	20	1	26		P-line N.
(PC) Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.6 W;hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE;rd S	25	3	17		S,SE blkd.
Robson, Naylor	L	1.6 SSW;rd N	155	1	21		P-line N.
(PC) Ruston	P	1 SE;RR N	317	3	h29-BL4-S5	F3	
St. Joseph, Castle	L	2 N;hwy NE	75	1	22		P-line N.
(PC) Shreveport, Greater Shreveport	P	6.5 SW;RR NW	251	4	h64-BL4,5,6-W	F4	Do not use turf.
(P) " -Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8 S;RR E	170	1	31		S end soft when wet.
" Riverside	P	2.5 ESE;riv E					ABANDONED
Slidell, Morrill	L	1.8 SSE;hwy N	9	1	14		N blkd,Cattle on fld.
" Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn .Ends of strips ruf,Cattle - fld.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F2	No storage.
Thornwell, Lyon	L	2.9 NW;rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW;hwy S	40	1	16		
Vinton, Breaux	L	1 NNW;RR S	20	1	25		S blkd,Cattle on fld.
(PC) Welsh	P	0.5 NW;RR S	26	2	30-BL4-S3	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3 NW;hwy E	156	2	30-(S3)	(F1)	P-line E.Soft spots.Ruf on N/S Strip. Use caution.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC) AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	3	h45-B*L4-S5	F3	Use rnwys.
(P) AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F2	Rnwys 3-21, 12-30 clsd acft over 15,000 lbs. NNE blkd.
(PC) BAR HARBOR	P	9 NW;riv E	84	3	h45-B*L2-S5-U	F3	Beacon operates summer months.
(PC) Belfast	L	1 SW;hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW;riv W	120	1	14		Overhead cable W-dangerous.Ruf.Soft-wet.
Bethel	L	1.6 NW;riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd.Use strips.
Blue Hill	L	2.5 NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	2	21-*L-S5	F2	E/W Strip clsd when wet. S 500' N/S Strip ruf.
Brownville Jct., Prairie	L	4.5 N;rd jct SW	422	1	18		Use at own risk.W blkd.Ruf.
Brunswick	L	3.3 W;RR SE	175	1	16-S5	F1	No storage.
(PC) Caribou	P	1 NW;hwy E	623	2	h35-S1-W-U	F3	E blkd.Auto tfc E end E/W rnwy.ARPT OF ENTRY.
(PC) Deblois Flight Strip	L	2 SE;hwy E	217	1	h40		INACTIVE.6000' strip avail including 1000' overrun.
Dexter	L	3 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S;riv W	290	1	14		
Eastport	L	1.5 WNW;hwy NE	67	2	h28		No Storage.Unsafe-holes,ruf,highbushes NW blkd;p-lines NE,SE,SW.Use rnwys.
Enfield, Sylvan Lane	L	1.5 WNW;RR E	240	1	16		Rolling.Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1 SW;RR,hwy W	470	2	18-S5	F1	NNW blkd.
(PC) Fort Kent	L	3.4 S;riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwy NE	190	1	11		DANGER-SHORT FLD.Rolling.Drains NW.
(PC) Greenville	P	2 ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters.Repairs avail.on req.
Harrington, Cherryfield	L	2.6 WSW;RR N	80	1	15		INACTIVE.Ruf, rolling.Soft when wet.
(P) HOULTON	P	2.5 E;RR E	493	3	h56-BL4-S1-W	F3	ESE blkd.WNW/ESE rnwy emerg only. WNW/ESE safety strips unusable.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Jackman, Newton	L	0.2 E;riv N	1170	1	22		CLOSED-LEGALLY.
Lewiston, College Road	L	2.2 NNE;riv 1 W	210	1	16		SW blkd.Ruf, soft, rolling.
Lubec	L	2.8 SW;rd SE	85	1	12		DANGER-SHORT FLD.Soft when wet.
Mars Hill	L	0.7 NNW	435	1	20		INACTIVE.NW end ruf.P-line NW.
(P) Millinocket	P	1 SE	408	2	h50-BL4-S1-W	F1	Use rnwys.
Minot, Maheu	P	3.5 NNW	720	1	21-S5	F1	SSE, NNW blkd.
Moose River, Sky Lodge	L	1 N;riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE,W	270	2	h40		Use rnwys.
Norway	L	1 N;RR S	387	1	15-S1	F2	Soft when wet,Use strip.
(P) Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F3	Ctn-edges of rnwys ruf. Use rnwys.
Peru, Linnell's	L	0.8 NW;RR,riv N	410	1	20		
Phillips, Pleasant Valley	L	2.9 NNW;riv N	670	1	41		Ctn-const 300' WSW end of strip.
" Raymond Farms	L	0.8 S;riv E	556	1	18		WNW end soft when wet.
(PC) Pittsfield	L	0.8 SSE;riv N,S	190	2	h40		SSE blkd. Skis winter.
(P) PORTLAND	P	2 W;riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters,W blkd.
(PC) Princeton	L	1.5 SSE	250	2	h40-S1		Use rnwys,NW blkd.
(PC) Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only.Rolling.
(PC) ROCKLAND	P	3 SSE	49	3	h45-*L4-S3	F1	Airline StopSum Months,ESE,SSE,NNW blkd.Use rnwys.
Rumford	L	2 SSE;riv NW	615	1	18		
(PC) Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs	L	2 W;hwy N	20	1	21		Clsd winters,SSE end Soft-wet. Use
Seven Isl., Maine For Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD). rnwys.
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW;RR E	60	3	27-*L1-S5	F3	SSE blkd;p-line SW;twrs E,NE.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE;riv E	350	4	22-S5	F1	Fld. surrounded by trees. P-line W.
Van Buren, Levesque	L	1 NW;riv NE	520	1	15		(NACTIVE.Ruf,rolling.
(PC) WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S1	F1	WSW blkd.Use rnwy 14-32 with ctn.
Winterport, Fernald	L	3 WNW;RR E	181	2	h40		Ruf. 25' section.
York Beach	L	0.3 S	55	1	19		Use with ctn.ESE blkd.Sides ruf, soft-Ind central
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1.2 NNW;hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W,P-line W.
Patten, Camerons	P	5 NW;hwy E		1	10	F2	DANGER-SHORT FLDS end soft.
MARYLAND							
Aberdeen	P	0.8 SW;hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW;riv NE	30	1	30-*L-S5	F1	P-line ESE.
Baltimore, Eastern	P	11 E;riv S	20	2	21-S3	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S;RR W	146	3	h94-BL4&7-S5-W	F4	No Mil Maint,2-way rdo rqrd.
(NG) " Harbor	P	6 SE;riv SW	14	3	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100.Fld lgts inop 2300-0700.Pools of water on rnwys.N/S NE/SW rnwys perm clsd. Use paved areas.
" Martin	L	10 E;plant W	18	4	h71-*L3		
" Rutherford	P	8 WNW;rd W,N	500	2	21-S5-U	F1	ENE blkd,P-line WSW,Soft-wet,Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf. Ruf.
Brandywine, Curtis	L	3 SSW;RR E	200	2	19		NNE, WSW blkd;p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Gill	L	1.5 NNE;RR W	60	1	14		CLOSED.
" Russell	L	8 WNW;bay W	25	1	32-S1-U	F3	
Church Hill, Kennersley	L	3.2 W;crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	L	1.6 ENE;bay S	10	2	30-S3	F1	NNE, NW blkd. Soft when wet.
Churchville, Aldino	P	2.5 E;hwy S	400	3	21-S5	F1	P-line S. Rolling.
Clinton, Hyde	P	2 WSW;hwy SE	249	2	h32-*L-S5	F3	Flares on req ngt lndgs,ctc
College Park	P	0.4 E;RR W	49	2	22-*L3,4-S5	F3	NNE, WNW blkd. Wasnington rdo.
Crisfield	P	3 NNE;RR SE	4	2	h25-*L4	F1	3500' strip avail,Soft-wet.
Croom, Columbia	L	3 E;riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S;riv N,S	780	3	h58-BL4-S1	F3	Mtn SW;ridge W.
" Mexico Farms	P	3 S;riv NW	610	2	25-S3	F1	E,SSE blkd;mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW;riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
EASTON	P	2.2 N;RR E	68	2	h40-BL2,4-S5-W-U	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE;RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
Frederick	P	1.8 E;riv N,E	304	2	h38-B*L3,4-S5-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs. No storage;
Glenburnie-Whipp	L	1 E;crk S	56	3	27-S5	F3	P-lines N,S, ESE, WNW. Rolling.
HAGERSTOWN	P	4.2 N;factory SE	704	2	h44-B*L2-S5	F3	Ctn-provide proper clearance over U.S. Hwy 11 when apchg to ind W on E/W rnwy.Rnwy mrkd to show where 40:1 apch clearance line intersects rnwy.Use rnwys
Hollywood, Half Pone Point	P	3.5 E;riv E,ESE	15	2	24-S3	F1	WNW blkd;p-line NE.
Hyattsville, Queens Chapel	P	1.5 W;twrs NNW	34	2	19-S5	F3	S blkd. Soft when wet. N/S Strip ruf.
Laytonsville, Davis	P	2.3 N;hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8 WNW;twr SE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	1.6 E;hwy NW	10	1	20		P-line WNW.
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Riverdale, Erco	P	0.4 NE;RR W	42	2	28-*L-S5	F1	h1500' rnwy avail NNE,ESE blkd,Rgt tfc NNE,ESE,Use rnwys.
Rockville,Congressional	P	2 SSE;hwy E	400	2	33-S5	F1	NE blkd. Rolling.
Salisbury, Delmarva	P	2.8 NE;RR S,W	45	1	20-*L1-S5-U	F1	
(P) " -WICOMICO COUNTY	P	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Rnwy 13-31 only lgtd.Use rnwys.
Shady Side	L	1.8 SSW;hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway		1.1 SE;hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminister	P	2.6 N;hwy E	780	1	25-S3	F3	Rolling.
Worton, Andelot	L	4 WNW;bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
► Adams	L	1.3 SSE,RR W	1400	1	18		CLOSED.
Agawam,Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F3	Hi-tension line SE;p-line E.Ruf.
Barre, Hiller	P	4.7 SSW;riv NW	589	1	40-L4-S1	F3	
Bedford	SEE: Boston-Bedford						
► Berkley, Myricks	P	3 E;RR SW	65	2	20-S1	F1	S blkd,Ruf.
Beverly	SEE: Boston, John Mountain						
Billerica,Shawsheen Pines	L	2.7 E;riv W	110	2			ABANDONED.
► Bolton	L	2 W;RR S	380	3	25		CLOSED
(AF)Boston-Bedford (Hanscom)	P	13.5 NW	135	2	h50-BL4,5,6-S5-W	F4	Rnwy 17-35 perm clsd;2-way rdo rqrd.No storage.
(PC) " John Mountain	L	17.5 NNE	108	3	h50-S5	F3	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E;harbor S	19	4	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwy 9;optional apch from Squantum;2-way rdo rqrd.FEE.Lndg or taxi lgts rqrd for ground operns ngts.
(PC) " NORWOOD	P	13 SSW;hwy W	50	2	h40-B*L-S5-U	F3	
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	No storage,FEE (or lgts.Rgt tfc rnwys 1,31,33.
► Brockton	L	2.6 S;hwy E	80	1	h18		CLOSED. P-line N.
(PC)Chatham	P	2 WNW;pond SE	66	1	h25-BL4-S5-U	F4	
Dalton	L	1.2 ENE;RR S					ABANDONED.
► Dracut, Richardson	P	1.5 NW	116	1	22		P-line NNE.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
► Easton, Ames	SEE: South Easton,Ames Arpt., Mass., under "NEW AIRPORTS".						
► Edgartown	P	2 S;bay E	20	4	33-S1	F3	P-line NE,SE.
(PC)Fall River	P	4.3 NNE;RR N,W	192	2	h39-BL4-S5	F3	
Falmouth		2.2 NE;rd E,SE					(ABANDONED)
" Coonamessett Ranch	P	6.4 NNE	100	3	29-*L4-S3	F1	Under IFR operns subject to approval of Otis AFB Twr.
(PC)FITCHBURG	P	2.5 SE;riv S,SW	348	2	h45-BL4-S1-U	F3	SE, S, NW blkd; p-line SSE.
(PC)Gardner	P	2 SW;hwy N	946	2	22-S5	F1	P-line SSW.
Grafton		1.9 NW					(ABANDONED)
Great Barrington	P	2 W	726	3	27-S5	F3	ENE blkd,p-line SW.
► Hanover, Clark	P	2.6 WSW;riv S	74	3	h23-S5	F1	N,NE blkd.
Haverhill, Walker-Dutton	P	2 NNE;RR W	125	2	17-S3	F1	P-line NW,Ruf.
(PC)HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L4-S5-U	F4	Attended May-Sept.
(PC)LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U	F3	N blkd,Use rnwys.
► Leicester	P	2 N	1140	2	h20-S5	F1	Ruf.
► Mansfield	L	2 SSE;RR NE	124	3	25-S5		P-line NNE.Soft in bare spots.
► Marlboro	P	2.4 E;hwy N	280	2	17-S5-U	F2	
► Marshfield	P	1.8 E;riv SE	9	1	23-S1	F1	
Marstons Mills,Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling.Atndwk-ends.
(P)NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC)NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5	F4	
► Newbury, Plum Island	L	1 ESE;riv N	11	2	28		CLOSED. P-line NW.
(PC)North Adams,Harriman	P	3 W;riv N	651	1	h28-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F3	P-line ESE,Ruf.
Northampton, Atwood	P	1.2 SSE;riv S	116	2	22-*L1-S5	F2	E blkd;mtn SSE. Rgt tfc N.
" LaFleur	P	1.2 ENE;RR W	120	2	23-S5	F2	
Norwood	SEE: Boston, Norwood Arpt.						
► Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE,W.Clsd October-March.
(PC)ORANGE	P	1.5 SE;hwy SE	555	3	h50-*L1		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MASSACHUSETTS							
Palmer, Metropolitan	P	4.8 N;RR E,SE	410	3	22-*L1-S5	F3	Hill NNW. Rolling.
(PC)PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-W	F3	
► Plymouth	P	4.7 SW;hwy N	149	3	28-S1	F1	Use strips only.
(PC)Provincetown	P	2.3 WNW	8	1	h35-*L4-S1-U	F2	
Revere	SEE: Boston, Revere Arpt.						
Seekonk, Providence		2.5 SSE					ABANDONED.
Southbridge	P	1.7 N;hwy E	700	2	26-*L1-S5	F1	
► Springfield	L	2 NNE;riv N					ABANDONED.
► Sterling	L	2 WSW	450	1	28-*L4		Lgts on 2450' of strip. No sto. P-line SE.
► Taunton, King	P	4 ESE;riv N	25	2	25-(S5)	F1	P-line NNE. Ruf. Twr SSW.
► Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S1	F2	Hwy tfc SSW apch. P-line S.
► TURNER FALLS	L	1.8 ESE;riv NW	365	3	31-*L1-(S1)	(F3)	SSW blkd.
(PC)VINEYARD HAVEN. Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Wareham, Country Club	L	1.3 E;riv S	25	1	18		INACTIVE.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
► West Brookfield, Brookfield	P	1.9 SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG)WESTFIELD, Barnes	P	3 NNE;hwy W	270	3	h70-BL4-S5	F4	
► Williamstown, Fair View Farm	L	4 SW;hwy E	954	1	16		
(P)WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Spencer	L	3.5 NNE	1040	1	17		Ruf.
(PC)Martha's Vineyard	P	4.3 S;hwy E	68	3	h40-B*L4-S5-U	F4	Antenna pole SE.
► South Easton,Ames	P	1 N;RR,hwy W	120	2	26-S1-U	F1	S blkd.
MICHIGAN							
Ada, Somerville	L	1 S;riv SW	660	1	26		W blkd;p-line E. Rolling.
(PC)Adrian-City	P	3 SW;RR N	800	2	34-*L4-S5-U	F3	WNW blkd,Use strips.
Allegan	L	1.9 E;RR S	701	3	21		E,SE blkd, P-line NW. Ruf.
(PC)Alma	P	1.3 NE;riv S,E	750	2	h25-BL4-S5-U	F2	3050' E/W Strip avail. Rgt tfc W
Almont, Trott Bros.	P	1.7 NNW;hwy E	860	2	22-*L4-S5-U	F)	
(PC)Alpena, Collins	P	6.5 W;riv adj	689	3	h80-S3	F2	
" Scheidler		6.3 N;lk E					(ABANDONED)
► Ann Arbor	P	4 S;RR E	835	3	32-B*L2-S5	F4	Soft when wet.
" Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S,E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips,Ruf.
Au Gres	L	0.9 NNW;RR S	590	2	20		NW blkd. P-lines NE,SE,SW. Soft-wet.
(PC)Bad Axe, Huron County Mem'l	L	1.2 SSE;RR W	763	3	25-S1	F1	Use strips. strips.
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W,SW blkd. SW end NE/SW strip ruf. Use
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N,S,W blkd,Ruf,Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG)BATTLE CREEK, Kellogg	P	3 W;RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC)Bay City, Clements	P	3.5 S;riv W	599	3	h26-S3	F3	3600 N/S Strip avail Use rnwys.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S,W blkd. E/W strip ruf.
► Bellaire, Antrim County	L	1 NE;RR W,S	614	3	26	F1	NW,SE blkd;p-line E.Ctn-sand blows N end
(PC)Benton Harbor, Ross	P	1.5 NNE;hwy S	630	4	h37-BL4-S5-U	F3	Twr,wires E. Embank all apchs,Use rnwys.
Big Beaver	P	0.8 E;hwy W	650	2	24-S5	F1	Ditch S,W,N blkd,Use strip.
► Big Rapids	P	1.5 NW;RR E	928	2	38-L2-S5	F1	Lgts avail dusk to 2230.
Birmingham, Berz	P	1.5 E;hwy E	730	3	h32-S1	F3	N,NE,S blkd,FEE.
Blaney Park	P	0.5 NW;lk N	850	aw	22	F1	P-line E.Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E,W blkd.
► Boyne City	P	1 SE,RR NE	685	2	22-S1	F1	Twr SW.Use strips.Strips plowed-winters
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	L	1 NW;hwy S	620	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	P	3 N;hwy E,W	1020	1	19		CLOSED.Rolling.
Brooklyn-Memorial	L	4.9 SE;lk S	1005	2	20		INACTIVE. P-line NE.Use strips.
► Bruce Crossing	P	1 SSW;hwy E	1165	2	23	F2	P-line E. Soft-wet.
(P)Cadillac	P	2.5 NW;hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW;riv SE	700	4	23-S1	F1	S,SE,NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines,ant sur fld. Use strips.
► Charlotte, Beach	P	1.8 ENE,RR NW	880	2	24-S5	F1	P-lines NW, Use strips.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

MICHIGAN

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
Cheboygan	P	0.5 ENE;riv W	590	2	25		S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-S1	F1	W blkd;p-line E,S.
► Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines S,W,SE. Use strips.
Clio, West's	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-*L4-S5	F2	
" Legg	L	1.2 NW;hwy S	982	2	24		E/W strip ruf.
Comstock Park, Grand River	L	0.3 SE;RR W	625	1	20		NE blkd;hill SW. Rgt tfc NE take-off. Soft when wet. Use strip.
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
► Crystal Falls, Haight	L	1.3 ENE;lk E	1390	3	30-(S1)	(F1)	P-lines SW,WSW.
Davison, Seely's	L	4 WSW;RR1 N	780	1	18		Ruf, rolling.
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
Detroit, Burns	P	8.5 WSW;RR N					ABANDONED
(PC) " -City	P	5.5 NE	626	4	h46-BL2,3-S5-W	F4	ENE.NNE.SSW blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " -Wayne Major	P	16.9 WSW City Hall	639	6	h79-BL3,4,6-S5-W	F4	2-way rdo rqrd. P-line NW. ARPT OF ENTRY.
" Hance	P	12.3 SSE					ABANDONED.
(P) " WILLOW RUN	P	22 WSW;riv I S	716	6	h73-BL2,3,4&7-S5-W	F4	FEE.2-way rdo rqrd.
Douglas, Saugatuck, Douglas	P	1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31-S5	F3	S,SW blkd. P-line NE.
Drummond-Island	L	0.5 S;bay I N	630	2	25-(S1)	(F1)	ENE blkd, Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd. P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N;RR NW	850	2	21-S5	F1	SSE blkd.NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E,W blkd.
► East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	P	1 ENE;riv W	908	2	26-S3	F1	P-line S, 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip. Use strips.
(PC)Empire	L	3.2 SE;hwy I N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2	24		P-line SW.
► Farmington, Krist-Port	P	3.8 N;rds E,N	860	4	27-S1	F1	Surrounded by trees.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE.E,S,W blkd. Ctn-loose sand.
Flat Rock, Nan-Bar	P	1 ENE;RR N	596	2	26-S5-U	F2	P-line E,NE.Rgt tfc W,SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4-S5-W	F3	P-line NW,NW/SE Strip clsd winters.
Flushing, Dalton's	P	2.2 E;riv SW	735	2	26-S5	F1	N blkd.
Fostoria, Forrest	L	3.4 S;riv I SE	830	1	22		P-lines S. Ruf, rolling.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE.ESE.SSW.WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy	P	1 SE;RR W	616	3	24-S5	F1	Portions of each strip paved.P-line NE.
" McKinley	P	1.3 NW;rd E	620	4	29-S1	F1	N,SW blkd;p-line SE. Clsd to acft except lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club		1.8 WSW;lk S					(ABANDONED)
► Gaylord, Otsego County	P	1 SW;RR E	1384	4	50-L4-S5	F1	E,SE,W,NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
► Gladwin	P	1 SSE;riv W	780	2	35-BL2-S3-W	F2	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling. rnwy,strip.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW.Lgts dusk-2400 other req.Use
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd.Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-B1,2&6-S1-W	F3	NE,E,SE,SW,W blkd. Ant. NW.
Grant	L	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd.
► Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B		
► " Masons	L	11.5 ESE;hwy S	1000	3	39		N,NE,S blkd;hill NW.
Greenville	P	2.5 S;RR 1 E	855	2	24-(S1)	(F1)	Use strips.
Gregory, Richmond	P	1.7 SE	920	2	23-S1	F1	S blkd.
Gulliver	P	1.4 S;lk W	626	aw	18-(S3)		S,W blkd. P-line N. No sto. Soft-wet.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E,W blkd.Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
► Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts, Lgtd summer only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE.E,S,W,SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2 SSE;hwy I.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford		1 NNW;RR SW					(ABANDONED)
► Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	620	2	28		strips.
Hillman	L	2.4 NW	995	2	23		S blkd;woods N,W 300' overrun ext N.Use
Hillsdale	P	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
► Holland, Park Township	P	3 WNW;bay I S	612	3	27-*L4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-B*L4-(S5)-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No sto.
" -Sands	P	2 ESE;RR SW	605	2	50-S1	F3	Rgt tfc W.Rolling.Use strips.
Houghton Hgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE.Twr N;pole antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

MICHIGAN

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
Indian River, Campbell	L	0.8SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E,W	880	2	30		Use strips.
► Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW,W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W;dam SW	1147	3	h38-B*L-S5-W	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W	F3	Unlgtd hill S.
Ishpeming-Dexter	L	7 W;RR N					ABANDONED
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet. gross wt. P-line S. Use rnwys.
► (P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F2	Rnwys 9-27,18-36 rstd 12,500 lbs,
Jonesville	P	2.5 WSW;lk S	1070	3	24-S3	F1	S,SW blkd. Ant. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW.Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 W NW;RR SE	1020	2	26		N,E,W blkd.Ruf.
Lake City, Homes Acres	L	2 ESE;RR S	1290	2	26		P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N,NW, Ctn-oil derricks.
L'Anse, Muzzy's Lodge	P	2.3 SSE;RR E	966	3	23-S1	F2	P-line NE,SE.Soft spots.Skis-winters.
► Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE,NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW;RR S	858	3	h50-BL3&,6-S5-W	F4	NE blkd.Rnwy 14-32 rstd DC 3 acft and
► Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips.Soft-wet.smaller.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW,NW blkd;p-line W. Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd;p-lines S,SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm	P	2 N	1010	2	23-S1	F1	N,S blkd. Ruf. Soft when wet.
Loretto, Norway Township	L	2.4 S;RR 1.5 N	860	2	21		Use strips. NNW end soft.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	L	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays.Race Track SE;twr SW.Use strips.No snow removal.
Luzerne, Lost Creek Ranch	P	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mackinaw City	L	4.1 S;RR W					ABANDONED
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S,W blkd;p-line SE. Ctn-boulders N,W bndry.
► " Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE,WSW blkd, Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE,SE,NW blkd. Ruf.
Marion, Hi Point	L	3.5 W;riv SE	1100	3	18		NE,ESE,WNW blkd.S end N/S strip soft.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips. acft.
► Marquette-County	P	8.0 W;hwy S,	1415	2	27	91	Not maintained winters.Clsd to wheel
(PC) " SAWYER	P	14 S;RR W	1181	3	h41-BL4-S3	F3	Use NE/SW strip emerg only. Use rnwys
► Marshall, Brooks	P	1.3 S;hwy W	950	3	28-BL2-S5	F2	W blkd, P-line SW No storage.
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft.Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW;RR E	616	3	h41-BL4-S1-W	F3	Trees E,SE.Unlgtd antenna S.No sto.,fuel
(PC)Midland, Barstow	P	3.7 NW;hwy S	628	3	32-S1	F1	P-line N. Sunday.
► Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwy W	1050	2	30		N,W blkd.
(PC)Monroe, Custer	P	2.5 W NW;hwy S	614	1	h26-B*L4-S5-U	F3	
" Navarre	L	2.8 NE;RR W	580	2	30-S1	F1	S,NE blkd;p-line N.
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
► Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-B*L4-S3-U	F2	SW blkd, P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N,E,W blkd.
► (P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F4	ENE blkd;p-line E. Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
" Northside	P	5.4 NNE	650	3	32-S3	F1	N,S,SSW,NNW blkd. Ruf.
Napoleon, Maule	P	0.8NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W. Use strips.
Newaygo	L	0.8SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE,SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2 S;lk SE	590	2	29-*L1-B1	F1	SE,SW blkd.
(PC)Niles, Tyler Memorial	M	1.5 NE;RR NW	743	2	h33-*L4-S5-U	F3	P-lines SW.
Northport, Woolsey	P	3 NE;bay E	700	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	770	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2SSW;riv W	850	2	26		N,E,S,W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED, NNW blkd.
(PC)Owosso-City	P	2 E;riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
► (P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F3	First 500' E end E/W Rnwy clsd;also clsd ngts,Use rnwys,strips.
Petersburg, Ensign	L	1.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate		1.2 SE;crk SW					(ABANDONED).
Pinconning Sports men's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd.Ctn-Oil drilling NW,E end NE/SW

F-fuel octane ►► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Plainwell, McKay	L	1.5 W;riv N	741	3	26		INACTIVE. N,S blkd. Ctn-ruf.
" Otsego-Plainwell	L	1.5 N;riv NW.	727	2	26		INACTIVE. E,SSW blkd.
Plymouth, Mettetal	P	1.5 SSE;RR E	700	4	25-*L-S5	F3	NW blkd;p-line NE,W.
" Triangle	P	1.5 ESE;lk N	700	3	20-S1	F1	NE,SE blkd;p-line E,SW.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL23-S5-U	F4	UNICOM opers 0700-2200;other hrs on req. 3000'strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE,SSW,SW,W,NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv NE	585	3	27-S5	F1	NE,S,SE,SW blkd;hill N Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW;hwy S	649	3	h39-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N;riv N	1150	3	25-S1	F1	N,SW blkd. Use strips.
Quinnesec, Northland	P	1.8 ESE;RR N					(ABANDONED).
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rexton	L	1.9 WSW;RR N	900	2	22		N,E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE;lk 1 E	658	2	26-L2,4-S1	F1	Lgts avail all ngt May thru Oct.
Romeo	P	2 E;lk E	730	2	33-S5	F1	S blkd;p-line N.Soft when wet.
" Kuntsman	P	4.9 SE;dam NE	680	2	26		INACTIVE.N,S blkd.Soft-wet.
Roscommon	L	2.5 SE;RR NE	1100	2	42		E,W blkd.
Saginaw	P	4.5 E;RR S,N	601	3	33-B-S3	F3	E, NW blkd;p-line SE. Use strips.
" Barry	L	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S5-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N,ESE blkd. Ruf. Ctn-hole at strips intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S5	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	620	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	P	1.8 SSW;hwy NW	820	2	19-*L-S1	F1	E/W rolling, ruf. Soft when wet.
Sandusky, Williams	L	5.5 S;hwy E	780	1	16		
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L2-S3-W	F3	ARPT OF ENTRY. Use strips.
(AF) " -KINROSS	Airport now Army Installation						
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW,SW,SE blkd. Rprs wk-ends only
(PC)South Haven	P	4 S;RR W	663	4	h24-BL4-S1-U	F1	N,E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW,W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE,WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h26-L	F3	P-lines E,S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE.SE blkd;p-lines S,SW.
Tecumseh	P	1.8 NNE;RR W	815	2	h26	F3	W blkd. Use rnwy, strip.
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE,SE,SW blkd;p-line NW.
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h30-BL4-S5	F1	W blkd;p-lines N,S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E,S,W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-B*L4-S3-W	F3	
Utica, Wings	P	2.8 SSW;HR 1 E					ABANDONED.
Vassar, Welsh	P	4.3 ESE;RR 1.5N	710	2	21-S5	F1	NE,SE,NW blkd.
Warren	P	1.6 WNW	625	2	23-S5	F1	N,W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW,SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED
Wayland	L	1.5 N;hwy W	740	2	20		P-line W.Soft when wet.
Wayne, Hartsell	L	3.5 NW;RR E	675	2	18-S1		Use strips.
Wellston, Manapine	L	2.5 NE;riv N	800	1	23		E blkd;p-line S.
West Branch	L	0.7 ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd,E/W Strip rolling,ruf.Use strips.
" Ogemaw		6 SE;RR W					ABANDONED.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE;p-line SW
Wildwood, Pel-O-Se-Ga	L	1.8 NW;lk NW	620	1	22		Ruf, erosion.
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd;p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv 1 NE	738	4	23-*L4	F1	E blkd;p-line NE. Use strips.
NEW AIRPORTS (for airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	597	1	19-*L4		P-line S, end N/S Strip.Knoll N,NE.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft-wet.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7 ENE;riv W	1204	1	24		Use strip.
(PC) Albert Lea	P	2.3 N;hwy E	1244	2	h25-*L-S5	F1	3800' strip avail.
(P)ALEXANDRIA	P	2 SW;lk NW	1425	4	h57-BL4-S3-W	F4	P-line NE.No sto.
Anoka	P	1.2 SE;riv 1 SW	896	3	28-B-S5	F3	Ruf. Use N/S Strip. Rgt tfc S,W,SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S,SE,SW blkd.
(PC)AUSTIN	P	1.7 E	1237	2	h38-BL4-S5-U	F2	NE/SW Strip soft.
Backus	P	0.6 NE;hwy E	1335	1	26	F1	S,SE blkd.
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	P	3.8 NW;hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	P	9.4 NNE;hwy SE	1350	2	21-B-(S5)	F1	NE,NW blkd. Use strips.
(PC)Big Falls	L	2.5 NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N;lk E	1346	1	25		
Blooming Prairie		1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	L	3 S;RR E	1102	3	23		
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F3	Beacon oper. prior req.
Cleveland, Lake Jefferson	P	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Coleraine	L	0.8 SSE;lk adj.	1406	1	22		CLOSED.Rolling.
Cook	L	2 S;RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30-S5	F1	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip.Use strips.
(PC)Dodge Center	L	1.2 SE;RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5 NNW;hwy 1 S	1430	3	h90-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	L	1.2 E;lk NW	1425	2	24		P-line SW,NW. Use ctn.
Erskine	L	2 ENE;lk S	1150	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	P	3.5 SE;lk E	1385	4	h32-B*L4-S5-U	F4	Bcn & lgts req after 2400.
(PC)Fairmont	P	2 E;hwy N	1161	2	h22-*L-S5	F3	3000' strip avail.
(PC)Faribault	P	3 NW;lk 1 W	1052	2	h21-S5	F2	3275' strip avail.Use strips,rnwy only.
(PC)FERGUS FALLS	P	4.3 W;riv E	1185	3	h40-BL4-S5	F3	
Fosston	L	1.5 NW;RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	34	(F1)	Use strips.
(PC)Grand Marais-Devil Track	P	5.5 NNW;lk S	1658	1	26		Attended summers.
(PC)Grand Rapids	P	2 SSE;riv NE	1302	3	32-*L4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	4	30-*L-S1-U	F1	
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2 NNE;riv W	800	2	20	(F3)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL23-S5-U	F3	
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	P	2 N	1445	2	23-*L-S5	F2	
Lake Bronson	P	0.5 NE	980	3	26-S1	F1	P-lines S,W,NW.
LeSueur	L	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	L	1.8 ESE;hwy W	1118	2	30		Closed.
(PC)Littlefork	L	1.8 WNW;riv E	1145	2	23		N/S Strip ruf.
Madison	P	1 S;hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W;RR S,E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N;hwy W	1227	2	23		Use strips.
(PC)Minneapolis, Flying Cloud	P	13.8 SW;hwy S	909	2	h25-BL4-S5	F3	Use strip,rnwy.
(P) " -Crystal	P	9 NNW;RR W	869	4	h25-BL4-S5	F3	
AF,NG " -ST. PAUL INTN'L (Wold Chamberlain)	P	6.5 SSE;riv 2 S	840	4	h65-BL4,7-S5-W	F4	Rdo rcvr rqrd. N/S rnwy clsd.
" University of Minnesota		11.5 NNE;hwy W					(ABANDONED)
" Victory		9 N;riv E					ABANDONED.
Montevideo	L	2.2 NNE;hwy W	1036	2	25	(F1)	Use strips.
Monticello	P	1.3 NNE;riv SSW	940	2	36-S5	F1	P-line S.Use strips.
(PC)Moose Lake	L	3.3 SW;lk W	1075	1	25	(F1)	
(PC)Mora	L	1.2 NE;lk N	1012	2	25		NW/SE Strip ruf.P-line SE.
Morris	L	3 SW	1134	4	31-S1	F1	P-lines N,NE. Use strips.
(PC)New Ulm	P	1.8 W;hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW;lk SW	1231	1	32-*L-S1	F3	N blkd. Use strip.
Northome	L	2 NE;lk S	1427	2	20		
Onamia, Bay View	P	5 NE					ABANDONED.
Ortonville	L	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	P	2.8 NE;riv W	800	2	20	F1	Use strips.
(PC)OWATONNA	P	2.9 NW;hwy E	1147	2	h35-BL4-S5-U	F2	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	P	1.7 SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW;hwy NW	1370	2	21		Rolling.
Pine River	L	1 WNW;RR NE	1313	2	20	(F1)	
(PC)Pipestone	P	1 SE;RR E,W	1736	2	h31-BL4-S5	F2	
Plummer	P	3.5 SSE;RR E	1120	1	22-S1	F1	
Red Lake Falls	L	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	L	1.8 NE;riv 1.5 NE	1022	2	22-S1-W	F2	22-B-S1-W
(P)ROCHESTER	P	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F3	Code bcn. P-lines N,E,NE.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
← Roseau	L	1.6 NW;riv E	1040	3	35		P-lines N,W.Use strips.
← Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F1	P-lines N,W.
(PC)ST. CLOUD, Whitney Mem'l	P	1.5 NNW;riv N	1039	3	h40-BL2-S5-W-U	F3	Ngt lndgs prohibited to SE.
(NG)St. Paul, Holman	P	1.5 SE;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE.
" Lake Elmo	P	10.2 ENE;lk W	925	2	h23-*L4-S1	F1	
St. Peter	L	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
← Sauk Centre	P	2.1 SE;riv W	1253	2	20-S3	F1	
Sherburn	P	2 WNW;hwy S	1300	1	21-S1	F1	P-line ESE. Rolling.
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	P	1.8 S;riv 1 NE	820	1	h35-BL3,4-S5	F3	
← Springfield	P	0.9 SW;hwy N	1073	2	22-S3	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
← Stanton, Carleton	P	0.7 NE;RR W	920	3	30-*L4-S1-U	F3	P-line NW,SE. Use strips.
Staples	L	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	P	3.6 S;riv W	1115	2	h37-B*L4	F2	Bcn & lgts req after 2400.
Tofte, Gervais	L	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Triumph, Tri-Mont	L	0.9 S;RR E,W	1250	2	24	F1	NE,SE, NW blkd. Use strips.
← Twin Valley	P	1 W	1050	1	26-S3	F1	P-line N. Use strips.
Tyler	L	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
Virginia		2 WSW					(ABANDONED)
(PC)Wadena	P	1 E;RR NW	1350	4	32-(S1)	(F1)	P-lines SE,S,NW; rolling
← Walnut Grove	P	0.5 SW	1240	1	22-B*L4-S5	F2	P-line N.
← Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
Wheaton	L	3 SW;crk N	1022	2	20		Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC) WINONA	P	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	P	1.6 N;lk 1.5 SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	L	1 NE	830	1	22		
← Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F1	P-line N.Ruf.Rolling. NoStorage. Maj eng rprs only.
← White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F1	Use strips.
Walker	L	5 NW;lk E	1364	1	26		
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
(PC) Minneapolis, Anoka Co.	P	12.5 NNE;hwy E	908	3	h37-BL4	F3	Ctn-newly seeded. Use rnwy.
St. James	L	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	L	1.2 NW;hwys,riv N	1215	1	34	(F1)	Gravel pit NW end.
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW;hwy E	239	3	30-(S1)	(F1)	AF contr flying. Student trng 0800-1700 Mon-Sat. W. NW blkd:p-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)	(F1)	Soft-wet,E/W Strip ruf,Cattle-fld.
Belzoni, Turner	L	2 SW;hwy E	110	1	36	(F1)	SSW blkd, Soft when wet.
Beulah, Dossett	L	0.5 SE;hwy W	160	1	15-(S1)	(F1)	Soft when wet, Ruf.
Biloxi, Rogers	P	4 NNE	46	1	27	F1	Rgt tfc N.
(PC)Brookhaven, Ulmer	L	1.5 NNE;RR W	500	1	26		INACTIVE. NNE blkd. Soft when wet.
Canton, Lutz	L	1.3 NNW;RR E	260	1	24		E blkd. Rolling. Cattle on fld.
(PC)Charleston, Paynes	L	7 SSW;rd 1 E	158	3	22		Cattle on fld. Ruf.
(PC)CLARKSDALE, Fletcher	P	8 NNE;hwy E	175	2	h40-BL4-S5	F3	NW/SE Strip clsd.
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	26-S5	F1	S blkd. P-line W Sides of strips soft-wet.
Columbia	L	3 NNE;rd W	110	2	23		(INACTIVE-DANGEROUS).
Corinth, 7, MEM-TPA	P	5 WSW;hwy N	418	2	39-BL2		
Crosby		2.5 W;rd N					(ABANDONED)
" Municipal	P	1.2 NNE	315	1	31-BL4-S1	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S;hwy E	300	1	26-(S1)	(F1)	

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	P	3.4 ESE	106	1	24	(F1)	SE blkd.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5 ESE;RRS	118	3	h40-BL4	F3	Student tfc 0800-1700 Mon-Fri. 2-way rdo rqrd for civil acft during AF operns. Rgt tfc rnwys 4,31,36. Use rnwys
" Abide	L	3 NNE	118	1	23-S5	F1	No Storage, Soft-wet.
" Cypress	P	2.4 SSW;hwy W	120	1	28-S3	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	P	4.3 E;hwy S	118	1	41-S5	F1	S blkd. Soft-wet, Ruf.
← GREENWOOD MUNICIPAL	P	2.3 SW;RR E	129	3	h40-BL4-S5-W	F3	P-lines E,SSE. Use rnwys.
(P) " Arpt	P	5.5 ESE;hwy 1 S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N;RR S	207	3	h51-S5	F3	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h70-BL3,4-S5	F3	Use rnwys.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-*L4-S5-W	F3	
" Glendale	L	5 NNW;hwy E	200	2	26		E blkd.
(PC)Hazlehurst-Copiah County	L	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft. Use rnwys.
" North Jackson		6 NE					(ABANDONED).
Kosciusko	L	1 WSW;RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW;hwy SE	235	3	h50-B*L4-S5	F3	
Leland, Checker	P	3.6 SSW;hwy E	118	1	16-S3	F1	P-line N. No svcg Sun.
" Lakeview	P	1.5 SE;lk E	120	1	16-S3	F1	N blkd. Ruf.
" Tate	L	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet. P-lines SSE,NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	P	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20	(F1)	P-line S. Cattle on fld.
(P)McComb-Pike County, 8C. MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rgt tfc SW.
(NG)MERIDIAN, Key	P	3 SW;RR N,E	297	4	h70-BL,6-S5-W	F3	
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
Merigold	P	0.8 N;hwy W	142	1	16-S5	F1	No storage, Soft when wet.
← Natchez, Air Park	P	2.5 NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-W-U	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		Brush SE bndry. Ruf. Soft-wet. Use strips.
Nitta Yuma, Davis	P	0.5 SSE;RR W	115	2	19-S3	91	W blkd, Low spots.
← Oxford	L	8 S;hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4-S5	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S. Cattle-fld
Pontotoc, Spook		2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough	L	0.4 WSW;hwy E	128	1	22		Caution cattle on fld.
(PC)Raymond, Williams	P	3.5 NNE;RR SE	244	3	h40-BL4		N blkd.
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba	L	0.5 NE;RR W	250	1	23		P-line S. Ruf. Soft. Rolling. Cattle-fld.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd, Ruf.
Starkville, Oktibbeha	P	8 ENE;hwy E	250	3	30-S5	F1	W blkd.
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		Soft when wet.
(PC)TUPELO	P	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Use rnwys.
Tutwiler, Strange	L	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S1-W	F4	P-lines SE,SW,NW. Strips ruf.
← Walls, Sanders	P	1.8 S;hwy NW	210	3	46-S5	F3	Use N/S strip only. House SW.
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	P	0.5 W;hwy W	122	2	24-S5	F1	NNE/SSW short. E blkd. Soft when wet
(PC)Yazoo City, Barrier	P	2 N;RR E	110	2	32-BL4-S3	F3	No storage.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Columbus, Waterworks AF Aux		4 NE					(ABANDONED).
(AF)Starkville	L	2.5 SW;RR NW	325				(CLOSED-CONSTRUCTION)
Bay St.Louis-Hancock Co.	L	2 W;hwy S	10	1	22		Ctn when wet. Use at own risk.
Benoit, Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	P	3.2 SE;hwy W	186	1	h40-BL4	F1	
Lyman, Woodome	L	3.5 WNW	40	1	20		

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Bismarck-Memorial	L	1 SE;RR N	1038	1	24-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1W,hwys N	1116	2	25		W blkd. P-line NNE.Ctn-wet.Use strips.
Boonville	L	1.5 NNW;hwy E	590	2	22-(S1)	(F1)	E blkd;p-lines W.SW. Use strips. Unusable when wet.
Bowling Green	P	2.3 NNW;hwy E	882	2	22	F1	S blkd,Use strips.
(PC)Branson-Memorial	L	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	L	2 W;RR 1 N	800	2	26		N blkd;p-line E. Use strips.Ctn-wet.
Brunswick, Elliott	L	4.3 NE;hwy W	700	1	12		Use strip.
Butler	L	2 N;RR W	870	1	26-(S1)-W		Use center of strip. Ctn-ditches Ruf.
(PC)Cabool-Memorial	L	0.8 NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	1 SE;hwy W	1060	2	23-S1	F1	Ruf,erosion,ditches,golf course.
Cameron	P	2 E;RR NW	1050	2	21-S5	F1	P-line N. Use strips.
(PC)Campbell	L	3.6 E.hwy N	284	2	30		Ruf,Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5 SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage,Myers Park	P	2 S;hwy E	1083	2	h20-BL4-S5	F1	P-line S. Use rnwy. strip.
(PC)Caruthersville-Memorial	L	1.4 SW;RR N	270	2	24-(S5)	(F3)	TV aerials NE. Use strips.
Charleston,Carr's		1 ESE;hwys N					(ABANDONED).
Chillicothe	P	3 ESE;RR N	780	3	h25-BL2-S5	F3	4000' strip avail. P-line SW. Use rnwy strips.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h37-BL2-S5-W	F3	Clsd acft over 27,000 lbs.Shoulders soft.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Use rnwys.
DeSoto, Cole	L	8 S;lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4 SSE;hwy N	315	2	h45-BL4-S5	F1	Rgt tfc to N,NE.Use rnwys.
Eldon-Model	P	0.9 NE;RR S	910	2	22-S1-U	F1	SSW blkd;p-line E;ant W.Use strips.
Elmo	L	0.4 S;RR W	950	1	21-(S1)	(F1)	NNW blkd,Cattle-fld,Use strips.
Farmington	P	1 ESE;hwy N,E	920	3	32-B*L4-S5-W	F3	Rgt tfc N,ESE,P-line E,N,Use strips.
Festus,Lucas	L	1.7 S, RR W	425	2	17-(S1)	(F1)	Use strips.
Fulton	L	3 WSW	875	2	27		P-line N,NE.Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	SSW blkd,Ruf,weeds,Use strips.
(PC)Gideon	L	1 SE;rd N	268	2	h45		P-line N,Use rnwys.
Gorin, Wiley's	P	3 WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE;lk SE	810	1	22		Ctn-fence adj N,Rolling,Use strip.
Hannibal	P	4.3 W NW	735	3	26-B-S3	F2	Use strips
Harrisonville, Mid West	L	3.4 S;hwy W	900	1	18	(F1)	Use strip. when wet
(PC)Hornersville	L	2 W;RR SE	270	2	h20		P-line N. 3500' N/S Strip avail.Use rnwy.
(PC)Houston-Memorial	L	0.8 NNW;hwy S	1210	1	24		Ctn-wet.Use strip.Stay between panels.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5 ESE;lk SE	825	2	24-S5	F1	NE/SW strip soft-wet. N/S strip ruf.
(PC)Jefferson City-Memorial	P	1.3 NNE,riv SW	546	3	h36-BL4	F3	4000' strip avail. P-line S.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h42-BL2,3-S5-W	F4	Use rnwys.
Kahoka, Montgomery	L	0.4 ENE;RR S	700	3	20-S1	F1	S blkd;p-lines S,NNW,SSE.Use strips.
(P)KANSAS CITY	P	5 NNW; riv S,W	758	4	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd.Rnwy 7-25 clsd.Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview		Arpt now Air Force installation.					
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F1	N, NNE, NNW blkd. Rolling.
" Thirty First St.	P	4 E;RR E	756	2	24-S5	F1	P-line S. Rgt tfc N. Use strips.
(PC)Kennett	L	1.3 ESE,hwy N	262	3	35-S1	F1	SW blkd,
Kirksville,12,MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	
Lamar, R.P.M	L	2 W;RR N	1050	2	h26		N blkd,Use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2-S5	F1	E,NE,S blkd. W 1000' E/W Strip ruf.
Lexington	P	3 NW.hwy NE	690	4	30-S5	F1	E,S blkd;p-line SW,W.Use strip.Soft-wet.
Linn Creek-Grand Glaize Memorial		See Osage Beach,Linn-Creek-Grand Glaize Memorial					
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F1	Lgts on req after 2200.Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school.Closed civil aircraft.
(PC)Marceline	L	1.3 N;hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	P	1.8 S;hwy E	777	2	39-B-S5	F3	Use strips.Soft-wet.E center N/S Strip ruf.
Marshfield, Skyline	L	1 NE;hwy N	1500	1	19		P-line.Sign N.Ruf,rolling.Ctn-gophers.Use at own risk.
(PC)Maryville-Memorial	P	2.2 W NW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE; RR W	980	1	24		P-line N. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Mexico, Green	P	3.5 ESE;RR N,S	815	2	26-S5	F3	N&S Strip E end of fld clsd.W blkd.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips,Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F1	P-lines NE,SE. Use rnwys.
Monett	L	1 NE;hwy S	1392	2	27-S1	F1	Use strips.
Neosho	L	2.5 SW;hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2 ENE;RR N	882	2	h25-*L4-S3	F1	N, W blkd, 3550' strip avail. E/W strip soft when wet.
New Florence, Boone's	L	1.7 SSE;hwy N					ABANDONED.
Noel, Kenwood		2.4 SW;hwy N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW;hwy S,E	960	3	27		NW,W blkd,Use strips.Soft-wet.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use rnwys.
(PC) Poplar Bluff, Fields Mem'l.	P	4.3 E;hwy S	330	1	h40-S3	F2	Use rnwys.
Portageville, Fuller	L	1.2 N;rd E	280	2	25-(S1)		E blkd,Ctn-ditch N,W.
Rockport, Luhrs	L	4.2 S;hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S,W. Ruf. Soft-wet.Use strips.
St. Charles	P	4.7 N;hwy 1.9 ESE	470	3	30-*L-S5	F1	N,NNW,SSE blkd.S 1000' N/S strip ruf.
" Kratz		See: St. Louis, Mo., Kratz Airport under "NEW AIRPORTS".					Use strips.
St. Clair Mem'l	L	1.4 ENE	750	2	21		E,SE,W,NW blkd,Rolling.Steep grade W.
(NG)ST. JOSEPH, Rosecrans	P	4 WNW;riv SW	821	3	h60-BL4-6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8 NW;hwy W	558	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys testing.
" Meramec	P	12.5 SW;hwy S	450	3	25-S5	F1	Rgt tfc to W,SSW.Use strips.Fri-auto
(N) " Smartt	L	22 NNW;hwy S	438	8	h20-S1	F1	Circular taxi strip clsd 0800-1700 Mon-
" Parks Metropolitan	P	3.5 SSW E St. Louis, Ill.	413	3	40-BL4-S5-U	F3	h16 rnwy avail, Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5	F2	W blkd.Use gravel strip-wet.Rgt tfc E,N
Sedalia	P	6.3 NW;RR S	820	2	30-S5	F2	P-line S,SW.N/S ruf.Use strips.
(PC)Sedalia Memorial	P	2.3 E; hyw S	908	2	h20-B	F1	Use rnwy only.Turf soft.
(PC)Seymour,Owen	P	3 NE,Orchard SE	1600	2	29-S3	F2	SSE blkd,Use strips,Rolling,ruf.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	P	0.8 WNW;hwy N	846	2	21		P-line N. Ctn-wet. Use strips.
(P)SPRINGFIELD	P	5.5 WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5	F1	Hvy aircraft use strips only.Fence W.
" McFarland	L	4 SSE;hwy E	1310	3	26-S1	F1	Rgt tfc. Use strips.
Stanton, Meramec Cavern	L	0.5 SW;hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5 WNW;bayou N	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	L	1.3 SW;RR NW	987	2	21		Ctn-wet. Fld ruf opposite seg circle.Use strips.
(PC)Tarkio, Peterson	L	1.2 E;RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail.Soft when wet.Use rnwy, strip.
Taylor, Doc's		See: Doc's Arpk under Quincy, Illinois.					
Trenton, Embry		5 SSE;hwy E					(ABANDONED).
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips.
Versailles	L	1.7 ENE;RR N	1050	3	21		N,NE,SE,NW blkd.Use strips. Ruf, rolling.
Vichy, 60, AMA-STL	P	1.5 NNW;hwy S	1148	3	h55-BL4-W		Use rnwys.
Warrensburg, Sky Haven	P	3.7 WNW;hwy S	850	2	28-14-S1	F3	P-line SE,ENE/WSW strip perm clsd.
(PC)Waynesville-Memorial	P	0.7 E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft-wet.Use gravel strip
W. Plains, Sky Haven	L	2.4 NW;RRE	1102	3	22-(S1)	(F1)	W blkd,Rolling,Golf rng E.Use strips.
(PC)Willow Springs-Memorial	L	0.6 F;hwy S	1252	2	25	(F1)	SSW blkd;p-line N,Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd,Middle 100' ruf.Rolling.Use strip
Stanberry, Enyart	L	1.2NNE;hwy W	1000	2	20		Cattle on fld.Soft when wet.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd,Use strip.
Passaic, Cushard	L	2 E;RR,hwy W	900	1	20		P-line SSW,Cattle on fld in fall.Use strip.
(PC)Osage Beach,Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	
(PC)Excelsior Springs Mem'l.	L	1.6 ESE;hwy N	998	1	h20		Use rnwy.Ctn when wet.
Buffalo	L	0.6 NE;hwy W	1120	1	19		Use strip.
Clinton, Sportsman	P	2 NE;RR SE	800	2	36-S5	F1	NE,S blkd;p-lines N,SW. Use strips. Use center of strip-wet.
Hayti,	L	1.5 SE,rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
St. Louis,Kratz	P	16 NW	442	2	32-S5	F3	P-line S.
MONTANA							
Augusta	L	2.8 SSE;hwy W	4118	4	30		P-line W.
(PC)Baker	L	1.3 SE;lk N	4990	3	33-S1	F1	N blkd;p-line S,W,NW.dams E,SE
Basin Creek USFS	L	24 NE;Seeley Lk in crk bend	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk;riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips
Big Timber, 13-A,HLN-MPS	P	2.5 SSW;hwy N	4493	3	50-BL2-(S5)	(F1)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	4	h57-BL2,3,5-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE,rd S,W	3500	4	29		NE, NNE blkd, Cattle on fld.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		MONTANA					
Black Bear USFS	L	39 NNE Seeley Lk;riv adj E,S	4200	1	22		CLOSED.
Bozeman		0.9 N;RR N					ABANDONED
(P)BOZEMAN, Gallatin	P	6.5 NW;RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	P	23.5 E;rd S,E,W	3350	4	24-S5	F1	
Bridger	P	0.3 W;RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwy NW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	L	0.6 W;RR N	2410	1	25-S3	F1	No storage.
(PC)Choteau	P	1.2 NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3 E;RR,hwy N	2424	2	26		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 FSE;RR N	3575	1	50	F1	P-line W, Rgt tfc E, Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
(PC)Conrad	P	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet, Cattle-fld, P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv I E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	L	1.5 W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL2		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S1	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	37-BL2-W	F1	Fld lgts elec. eye.
Dixon	L	1.3 W;RR N	2510	1	25		Hill ENE. Soft when wet.
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5 ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportsman's	P	1 NW;hwy E,S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7 NNW;rd N,E	2680	1	30		
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd; p-line NW, E. Ruf.
(PC)Forsyth	P	3 E;RR N	2728	3	25-BL2-(S1)	(F1)	
Fort Benton	P	1 NE;RR S	2888	3	36-*L-S1	F3	
Fort Peck	L	1.6 W;hwy S	2295	3	33	(F1)	
Frazer	L	0.7 NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2 WNW;hwy N	5300	1	32	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8 W Choteau;	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	3	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	3	32-S5	F3	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE. ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	35		Ruf.
" Fairgrounds	L	0.3 S;RR N	2911	1	25-(S3)	(F1)	No Storage.
Harlem	L	2.3 NNE;rd E	2560	3	24		Cattle-fld. Ctn-SW corner NW/SE strip.
(PC)Harlowton	P	1.5 NW;rd S,W	4214	2	29-BL2-(S1)	(F1)	
(PC)Havre-City-County	P	4 WSW;RR 1 N	2580	3	h47-BL4-S5-W	F3	ARPT OF ENTRY.
(P)HELENA	P	1.9 ENE;hwy S,W	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs; Rnwy 11-29 rstd 70,000 lbs gross. Rgt tfc W, SW, NW.
" Herrin	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE;crk I E	4420	1	20		Cattle on field.
Hinsdale	L	0.8 SSE;RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan; riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E;hwy W	2763	1	25-BL4		ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N;rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-S1	F1	Rgt tfc S. P-line NW.
(P) " FLATHEAD COUNTY	P	7.4 NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4209	4	h100-BL4-S5-W	F4	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S,W	2096	1	27-S1	F1	
Livingston	P	1.7 E;riv I W	4666	2	40-W		P-lines S, SSW.
" Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4-S5	F1	Ruf.
Meadow Creek USFS	L	21 ESE; Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2631	2	h56-BL3,4-S5-W	F4	
(P)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
" Hale	P	2.3 SSW;hwy NW	3186	3	38-S5	F3	Mtns S, SE. Rgt tfc S on N/S strip.
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE;RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	C	4.2 NW;riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W;rd N	2932	1	25-BL2-S5	F1	
Poplar	P	0.6 NE;hwy S	2000	2	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW;rd N	5600	2	37-*L4	F1	P-line Sw.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		MONTANA					
Richey	L	0.5 E;RR N	2490	1	20	(F1)	Ctn-gopher holes. Ruf. P-line W.
Richland		0.2 S;crk N					(ABANDONED).
(PC)Roundup	P	1.8 N;hwy W	3490	3	40-BL4-S1	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling.
(PC)Scobey	P	1 NW;RR S	2458	3	33-S1	F1	Ruf.
Seeley Lake, Double Arrow	L	3.5 SE;Crk W	4000	1	20	F1	Closed.
" USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)Sidney	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S,W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)	(F1)	Ruf. Cattle on fld.
Terry	L	1.1 SSE; Canal N	2260	2	26		E blkd; p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes.
Turner	L	0.5 NNE	3040	2	28		
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
(PC)Valier	P	0.6 S;lk S,W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)W. Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft winter mos.
Whitehall, 36A, SLC-GTF	P	6.7 SW;RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		Wend E/W strip ruf. P-line E.
(PC)Wolf Point	P	3 E;hwy N,E	1980	2	38-S5	F3	
" Anderson	P	0.8 NW;RR S	2040	1	25-S3	F1	Muddy-wet. High banks. Holes N, P-line W.
		NEW AIRPORTS (or airports out of alphabetical alignment)					
West Yellowstone, Watkins Creek Ranch	L	13.8 NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		blkd; p-lines E, SW. Ruf.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
Harlowton, Baxter	L	9SSW;hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
		NEBRASKA					
(PC)Ainsworth	P	7.5 WNW;RR S	2580	3	h77-BL4-S5	F3	Use rnwys. FLD, E blkd. Use strip.
Albion, Packard	L	4 NW	1807	1	12-*L14-S3	F1	N/S Strip Abandoned. DANGER-SHORT
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5-U	F1	Use rnwys. Lgts N/S Rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	P	1.1 WSW	2180	2	20	F1	N blkd. Soft-wet. Use strips.
Arnold		0.4 NE					(ABANDONED).
Auburn	P	2.7 E;riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora, Elge	L	0.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet. NE, E blkd.
(PC)Beatrice	P	2.5 N;hwy E	1318	4	h38-BL2-S5	F3	Use concrete rnwys only during winter
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld
Benkelman	L	1.2 NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	P	3 NNW;hwy W	1079	2	27-BL4-S1	F1	Use strips.
(PC)Bloomfield	L	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	P	3 NW;RR S	3693	3	29-*L1-S3	F2	Use strips.
Broken Bow	P	2 N	2530	3	30-(S5)	(F1)	SE blkd. Soft when wet. Use strips.
(PC)Bruning-State	P	7.7 E;hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S5	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy I N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W;hwy S	3312	2	44-BL4-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE;RR S	3312	3	31		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW; dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E;hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.

F-fuel octane; ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC) Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip avail.
(PC) Cozad	L	1 NW	2500	2	33-BL4-(S1)	(F1)	P-lines SE, SW. Soft-wet. Use strips.
(PC) Creighton	P	1.3 ENE	1625	2	24-B-S1	F1	Use strips.
(PC) Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC) Curtis	P	2 ENE; crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC) David City	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	L	1 S; hwy E	1068	2	19		Ctn-cattle. Bldg E. Use strips.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd. Use strip
(PC) Fairbury	P	3 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC) Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-S1	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC) Fremont	P	1.4 WNW; hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-B-S5-U	F1	N blkd p-lines S, SW, W, NW. Use strips. Ruf.
(PC) Gothenburg	P	0.7 SE; hwy S	2557	2	29-B-S1	F2	Use strips.
(P) GRAND ISLAND	P	3.6 NE; RR 1W	1846	3	h72-BL4β-S5-W	F4	Use rnwys.
" Roush	L	2 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
(PC) Harrison-Skyranch	L	0.6 NNE; rd S	4860	1	30		S, W blkd.
(PC) Hartington	P	1.8 SE; RR hwy W	1383	2	26-S1	F1	Use strips.
(PC) Harvard-State	L	2.7 NNE; RR S	1817	3	h77-B		
(PC) Hastings	P	2.3 NW; RR 1S	1944	3	h40-BL4-S5-U	F3	Use strips.
(PC) Hay Springs	L	0.4 SW; RR N	3831	1	28-BL4		Use strips.
(PC) Hebron	L	1.4 S; hwy S	1441	3	31-(S3)	(F1)	
(PC) Holdrege	P	2 ENE; RR S	2310	3	34-B-S3	F1	P-line N. Use strips.
(PC) Humboldt	L	0.8 E; RR, riv S	993	2	21		P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P) Imperial, 17A, DEN-GRI	P	1 ESE; hwy S	3276	3	47-BL4-S3-W-U	F1	Use strips. Soft-wet.
Indianola, Kansas River District	L	1.8 N					ABANDONED.
(PC) Kearney	P	4.7 ENE; RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3 S; hwy E	4900	3	29-*L4-S3	F1	N blkd; p-line NE, SE. Use strips.
(P) Lexington 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-S3-W	F3	Use strips. Ruf in spots. P-line SW. Use rnwys.
AF, N, NG) LINCOLN		Arpt now Air Force installation.					
" Arrow	P	4.8 NNE; hwy E	1160	2	23-*L3-S5	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	5	h25-B-S5-U		Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-*L-S5	F2	Church W. Use strips.
Lorenzo	L	0.6 WNW; RR E	4400	4	16		P-lines S, SE, SW, Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
McCOOK	P	2 E; hwy S	2586	4	42-BL4-S5-W	F1	Use strips.
(PC) " - State	L	8.5 NNW	2784	1	h75		Ctn-E, W, NE, SW rnwys perm clsd. Use rnwys
(PC) Minden	P	1.2 NNE	2156	2	23-S1	F1	P-line S. Use strips.
(PC) Mitchell	P	1.6 S; RR S	3965	2	29-*L14-S5	F1	Use strips.
Mullen	P	1 W; RR adj	3220	2	h19-(S1)	(F1)	Use rnwy.
Nebraska City, Grundman	P	1.1 SSW; hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC) Neligh	L	1.5 SSW; hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC) NORFOLK, Stefan	P	3 SSW; RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P) N. PLATTE, Lee Bird	P	3.2 ESE; riv SW	2779	3	h55-BL2,4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage		3.8 S; RR W					(ABANDONED).
Ogallala	P	2 W; hwy S	3250	aw	25-B*L-S5-U	F1	P-lines S, SE, SW.
" Lake McConaughy State	P	10.5 NW; lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	15-S1	F1	N blkd. Use strip. Ctn-strip short.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P) OMAHA	P	3.5 NE; riv E	982	6	h70-BL26-S5-W	F4	All asphalt rnwys lmtd to 10,000 lbs. Use rnwys. Rnwy 17R-35L clsd.
" Clear Ridge	P	5.2 NW; RR N	1248	3	28-S5	F1	Rgt tfc when wind from SE, S. Use strips
" Durand Sky Ranch	L	8.2 NW; hwy N	1230	2	22-S1		Rgt tfc - wind S. Use strips.
(PC) " N, Omaha	P	8 NNW; h wy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W
" S, Omaha	P	8.5 SSW; RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2 NW; hwy N	2100	4	35-B-S5	F1	P-lines SE, SW, S. Use strips.
(PC) Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Orleans, Ott	L	1.1 SE; riv 1 SE	2050	2	25		S, SW, W, NW blkd; p-line SE. Ctn-wet. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Oshkosh, Buck	P	0.4 SW; hwy N	3400	1	27-(S3)	(F1)	E, SE blkd. Soft-wet. Minor eng rprs.
Papillion, S. Omaha	See Omaha, South Omaha Arpt						
Paxton, Lierley	L	4.6 SSW	3220	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW; RR S W	1323	1	22-(S1)	(F1)	P-line NW. Use strips.
Potter	L	0.5 NW; RR, hwy S	4387	2	22		(EMERG ONLY). Ruf, use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L1-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5 SE; hwy adj SW	2005	1	17		N, S blkd. Hill E. Ruf.
Red Cloud, County Dam	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan	L	2 WSW; riv 1 S	1980	1	30		N blkd. Use strip.
(PC) Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S4	F1	Use strips. Maj acft rprs. only.
(PC) Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S	1368	2	20-S3	F1	NE blkd. Ditch S.
Scotia	L	1.6 W; riv E	1930	2	22	(F1)	N blkd.
(P) SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F3	Use rnwys.
(PC) Scribner-State	P	3.7 SSE; RR 1 NE	1315	3	h69-B-S1	F1	
(P) Sidney, 50D, SLC-OMA	P	3 S; hwy N	4300	3	48-BL4-S5	F3	Soft-wet.
Stromsburg	L	1 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
Stuart-Atkinson	SEE: Atkinson, Stuart-Atkinson under New Airports						
(PC) Superior	L	2 N; hwy W	1720	2	31-(S3)	(F1)	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE; riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 W NW; RR S	1684	1	21		P-line SE. Ctn-W ind mill. Use strip. Ruf.
(PC) Trenton	P	1.2 NW; RR 1S	2840	2	26-BL4		P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED)
(PC) Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC) Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	P-line S, SW. Soft-wet. Use strips.
(PC) Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC) Wilber	L	1.3 WSW; hwy N	1368	2	23		P-line N.
Wisner	L	1 E; hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	P	5 SSW; rd S	1350	1	19-(S1)	(F1)	Use strips.
(PC) York	P	1.8 N; hwy W	1662	3	30-BL4-S3	F1	P-lines SW, NW. Use strips. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, ESE, SW, W, NW blkd.
(PC) Atkinson, Stuart-Atkinson	L	5.5 NW; RR S	2130	2	32		Use strips.
Enders-Dam	L	1 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16		NW blkd.
Wakefield, Bressler	L	0.6 SE; RR NE					ABANDONED.
(PC) Arthur	L	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution.
Valley	L	1.4 W NW	1145	1	22-(S1)	(F1)	
NEVADA							
Alamo, Pahranagat	L	0.7 W	4300	2	26		Ctn-not maintd.
(PC) Austin	L	7 WSW; hwy SE	5728	2	h60		
Baker	L	2.3 SSE; hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	L	1 SW; hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) " " 35, SFO-SLC	P	4 SE; hwy N	4533	2	h73-BL4-S1-W	F2	
(PC) Boulder City	P	0.6 S; hwy NW	2458	3	65-L4-S5	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC) Caliente	L	19.5 W; hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE; hwy S	4950	2	19		Ctn-winters.
Carson City	P	3.1 NE; hwy 1,5 SE	4751	3	51-S1	87	WNW blkd; mtns NNE, ENE. Use strips. Avoid easterly 1100' WNW/ESE strip.
Coaldale	L	0.6 W NW; lk W	4575	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW; hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE; hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W; RR N	4850	1	21		Use at own risk.
(P) ELKO	P	1.5 W; RR S	5136	2	h60-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
(PC) Ely	P	3.5 NNE; hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
Fallon, Lahontan	L	1.4 SSW; hwy E					ABANDONED.
(PC) Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Ft. McDermitt	See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS."						
Gabbs	L	4 NW; hwy NE	4700	2	60		Ctn-not maintained, hazardous.
Gerlach	L	0.3 N; hwy W	3950	1	27		W&W blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5 E Moapa; hwy S	1490	1	27	F1	SE blkd. Ruf.
(N) HAWTHORNE	P	1.7 NNW; hwy SW	4255	3	67-S1-W	F2	
(P) LAS VEGAS, McCarran	P	6.3 SSW; RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW; hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5 W SW; hwy NS	2580	2	50		
Lovelock	L	1.5 ENE; RR W	3986	3	37		
(P) " Darby 26A, SFO-SLC	P	9 SSW; RR, hwy W	3903	2	h55-BL4-S1-W	F2	

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	L	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan		6.2 W;hwy W					(ABANDONED).
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h74-S1	F3	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	L	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River		7.4 NE of Ione					(REPORTED ABANDONED).
(NG)Reno	P	4 SE;hwy W	4404	3	h64-BL4-S5-W	F4	
" Skyline	L	2 NW	4823	1	33-(S5)		E blkd. Ctn-loose rocks. No sto. Soft-wet.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks	P	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
" Reno Sky Ranch	P	See: Reno-Sky Ranch under New Airports.					
Stewart		0.5 W					(ABANDONED)
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Lambertucci	L	3.2 W NW;hwy S	5664	3	31		Rolling.
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
→ Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch		5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling. Use strip.
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3173	1	55-BL2,4		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(P)Fallon	P	2.5 NE	3965	2	h50-S1	F2	
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
→ Reno-Sky Ranch	P	10.9 NE; hwy W	4528	4	50-S5	F2	Ruf.
(PC)Jean	L	1 SSW;hwy W	2833	1	45		
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	L	7.5 N;riv W	1158	1	h50-(S1)		
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S1	F3	
Conway-Valley	L	0.6 W NW;riv NNE					ABANDONED.
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2 W NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	P	1.6 N;RR W	80	1	21-S5	F2	Rolling.
Haverhill, Dean Memorial	P	4.1 NE,RR W	570	2	20-S3	F2	No Storage.
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE. S 450' soft, bare. S blkd. Ruf.
→ Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling. SSE blkd.
Jefferson, Rogers		2.2 S;hwy W					(ABANDONED).
(PC)KEENE, Dillant-Hopkins	P	2 S;RR W	482	2	h40-BL4-S5-U	F3	island.
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	NNW blkd. Ctn-taxiing near gas pump
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S1-W-U	F3	Ditches, gulley at ends of rnwys.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. NNE.
→ Merrimack, Webster	L	3.7 S;hwy E	195	4	24		Clsd Nov-May. E,W blkd; p-line SE; bushes
NEW HAMPSHIRE							
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h32-BL2,4-S5-U	F3	300' unpaved overrun each ends of rnwys.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Rolling. Rgt tfc N. Only E side of strip usable
(PC)Newport, Parlin	P	2 NNW;riv SW	786	2	h20-S1-U	F1	
→ N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	L	3.5 WNW;riv S	506	1	20		
(PC)Portsmouth	L	3 W	94	3			(CLOSED-CONSTRUCTION).
Rochester, Skyhaven	L	2.8 ESE;RR E	320	1	16		Rolling. Rgt tfc N.
Somersworth, Wayside		2.4 W;hwy F					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	L	3 ESE;RR SW	1048	1	24-S1	F2	Mtn SE. Fuel on call winters.
Wolfeboro, Lakes Region	P	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (for airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
→ Asbury Park-Air Terminal	SEE: Neptune Township, N.J., under "NEW AIRPORTS".						
Ashland, Echelon	P	0.8 SE;RR hwy W	100	3	28-*L4-S5-U	F3	SE,S,NW blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S5	F3	Tower N.
Barrintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-S5	F1	S blkd. Rolling, Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S,W	250	2	24-(S3)	(F1)	E,W blkd; p-line NW. Rgt tfc NW.
(A) BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	38-BL4-S5	F3	Shoulders soft when wet.
Blackwood	L	0.5 ESE;hwys W	65	1	27-S5	87	W blkd.
→ Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N,W	550	3	31-S5	F3	NE,NW blkd.
→ Bridgeport	P	0.8 ESE;hwy N,W	23	2	21-*L-S1	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" LiCalzi	P	1.3 S;rd NW	42	1	24-S5-U	F1	ESE blkd.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
→ Burlington	P	1.7 ENE;hwy NW	30	2	24-*L4-S3	F1	E,W blkd; p-line NW,SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on Rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28-*L2	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
→ Clementon	P	1 NE;RR N,S	100	2	26-*L4-S3-U	F3	SSW, WNW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No Storage.
Colts Neck	L	0.7 SSW;hwy E	100	2	24		CLOSED.
East Hanover, Hanover	See Hanover Arpt, under "NEW AIRPORTS".						
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
→ Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E*	560	3	30-S3	F2	
" Budd Lake	P	3 ESE;hwy N	1080	3	18-S3	F1	NNE blkd. Rolling.
Hammonton	L	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N,NW blkd, p-line SE. No sto. Soft-wet.
Hightstown	L	1.3 SW;RR NW					ABANDONED.
Keyport, Walling	P	0.8 SE;hwy N	34	2	18-S3-W	F1	N,S blkd.
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE.
→ Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
→ Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd; p-lines N,S,E,W.
Mahwah, Ramapo Valley		1.2 NW;riv SE					ABANDONED.
→ Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P)MILLVILLE	P	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintd.
→ Moorestown	P	1 NNE;rd N,W	70	3	20-S5	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5-W	F4	
Mt. Holly	L	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS-WET.
(NG) NEWARK	P	2.5 SSE;RR's W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N,W	100	3	26-*L4-S5-U	F3	P-line WSW, WNW.
" North Brunswick	P	2 SW;RR E	125	3	33-*L-S5	F3	E,SW,NW blkd; p-line NE,SE W. No E tk-off.
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S,W.
→ Osbornville, Ocean Co.	P	0.25;crk S	18	2	27-S5	87	NNE,SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
Paterson, Murchio	P	4.5 WNW; hwy N	350	aw	28-S5	F1	
" Totowa-Wayne	P	4.8 W; RR W	185	1	26-S5	F1	No sto.
Pemberton	P	1 SSW; RR N	65	1	22-S5	F1	Clsd Oct-Apr, Lnd at own risk, NE blkd.
Pennington	L	2 FSE; hwy S, E	230	1	21		Closed, E blkd, Soft when wet.
Phillipsburg	P	2.3 ENE; RR S	400	2	19-S3	F1	Rolling.
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F3	Rolling, ENE blkd; p-line SSE.
" Sky Manor	P	1.5 SW; rd S	540	3	34-*L4-S3-U	F2	N blkd, Rolling, on SW tk-off do not turn left until passed house on S side.
Princeton	P	2.8 N; hwy adj	160	2	23-*L1-S5	F3	SE blkd; p-line ENE.
" -Nassau	P	2.3 S; hwy SE	80	2	24-S3-U	F1	SSE blkd.
← Rahway, Westfield	P	2 W; rd S, W	100	2	24-*L4-S5-U	F1	W blkd. Soft-wet. Ruf. No sto. No 87 oct.
Readington, Solberg-Hunterdon	P	1 NNW; rd E, W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S; hwy, RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
← Richland, Cavoli's	P	1.5 W; hwy N	100	1	26-*L4-S5	F1	
← Robbinsville, Trenton-Robbinsville	P	1 ESE; RR W NW	115	2	31-*L4-S5-U	F3	N blkd. Use strips.
Salem	P	1 SE; hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW; riv W	105	3	22-*L4-S5-U	F1	WSW, W NW blkd.
Sussex	P	1.2 WSW; RR S	420	2	22-*L4-S5	F1	Use strips.
TETERBORO	P	0.5 SW; rd NW	7	3	h45-BL4, 5-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC) Trenton, Mercer County	P	5 NW; RR SE	211	4	h40-BL4-S5-U	F4	PC for Navy only. N/S rnwy clsd. FEE.
Tuckerton, Mathis	L	0.9 W; lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3 SSW; lk SW	65	2	23-*L1-S5	F1	P-line E.
← " Kroelinger	P	2.5 NNW; hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd; p-lines E, SE. Use strips.
"-Downstown	P	4.3 NE; hwy N	120	2	25-*L3,4-S5-U	F3	ESE, SSW blkd; p-line NNE.
(PC) WILDWOOD, Cape May Co.	P	6 WNW; RR, hwy E	22	4	h50-BL3,4-S5-U	F4	Airline Stop Summer only.
(PC) Woodbine	L	2 SE; RR NE, W	39	3	h33		INACTIVE. Twin-eng acft use concrete Asphalt ext soft, broken.
Woodbury-Mantua	P	1.8 SSW; RR N	50	2	24-*L1-S3	F1	P-line N. Ruf, rolling.
Woodstown	P	3 NW; hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Hanover	P	2.8 NNE; riv E	170	1	25-*L4-S3	F1	
← Neptune Township, Asbury Park-Air Terminal	P	4.5 W; hwy N	100	3	26-L4-S3	F1	Rolling.
NEW MEXICO							
Acomita, 64, LAX-AMA		7.8 W					(ABANDONED).
Alamogordo	A	2.4 Nbet RR's	4465	2	29-(S1)	(F1)	Atnd-wk-ends only.
← " Alamo-Midway	P	3 SW; hwy S	4230	2	40	F3	CLOSED.
Albuquerque, Alameda	L	7.4 N; riv E	5069	2	37	(F1)	Ctn-loose sand, Use strips, Ruf.
← " Del Norte	P	3.6 NE; RR W					ABANDONED.
" East Mesa		4.6 ENE					(ABANDONED)
" El Rancho	P	7 NW	5350	4	36-S5	F1	
← " West Mesa	P	3.8 W; hwy S	5129	4	63-*L4-S5	F3	Houses ENE.
Anton Chico, 79A, LAX-AMA	P	4, SSE; riv 2 SE	5281	2	43-BL2		
(PC) Artesia	P	4.2 W; hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf, Ctn-ditches.
Aztec	L	2.2 NW; riv 2, E, S	5700	2	30		Ctn-auto trails.
(P) CARLSBAD	P	6.1 SSW; hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N; hwy SE	5420	3	33		Ctn-N/S, E/W strips ruf.
Cimarron	L	1 ESE	6537	1	34		
" Philmont Scout Ranch	L	2 SSW; rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC) Clayton	P	1.5 E; hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE rds W	5500	2	40		E/W strip ruf, Ctn-weeds.
Clovis, Hillcrest	P	2.1 E; RR S	4244	4	36		CLOSED. P-line S.
← COLUMBUS, 34, PHX-ELP	P	0.6 ESE; RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW; hwy SW	6429	3	57-BL2		Ruf for lgt acft.
Cuba	L	1 NNW; hwy N	7050	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W; hwy S	6192	2	30		Mtn N; p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE; RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(PC) Deming	P	2.5 ESE; hwy N	4314	5	h81-*L4-(S1)	(F1)	Ctn-high weeds.
" Center Aux	L	11 W; RR S	4440	1	h60		
" Cooper	L	2.7 S; hwy E	4300	1	25-*L1-S1	F1	Use strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Deming, South Aux	L	18.2 SSW; rd 1 E	4240	1	h60		Ctn-weeds.
Des Moines, Smith	L	15.5 E	6600	3	39		Cattle on fld.
" Wetherly	L	6 FSE	6600	3	27		Ruf.
Drolet	L	0.9 W; hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N; rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW; lk WSW	7114	3	42-BL2		Ruf, Soft-wet.
Encino, Potter Ranch	L	0.9 NNE; hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB		2.6 E; rd N					(ABANDONED).
Espanola	L	8 NNE; hwy NW	6600	1	38		P-line E. Ctn-auto trails.
Estancia, Chadwell	L	0.6 SW; rd N	6100	2	26		Cattle-fld.
Eunice	L	2.2 ENE; hwy E	3400	4	28		P-line E, NE, SE. Ruf. Cattle-fld.
Farley	L	0.5 SSE; RR N	6000	4	26		Cattle on fld, Ruf.
(PC) FARMINGTON	P	1.5 NW; riv 1, 3 S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S; hwy N	6900	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC) Fort Sumner	P	1.5 NE; RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC) GALLUP, McKinley Co.	P	2.6 WSW; RR N	6467	1	h50-BL4-S1-W	F1	
Glenwood, Whitewater Mesa	L	4 NNE	5470	2	37		
Hagerman, Michelet	L	1.9 FSE; lk E	3410	1	24		P-line N, S.
" Moore	L	3.5 WNW	3450	2	26		NNE/SSW Strip ruf.
← Hatch	L	9.4 WSW; hwy S	4509	3	36		Cattle on fld. Ruf.
(AF) Hobbs	P	6.7 NNW; RR NE	3707	4	h88-S5	F3	Ctn-flgt trng with B-25 conducted off base in tfc pat, adj Lea Co. Arpt. Aux Reese AFB.
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W; hwy N	3659	4	h54-BL4, 6-S5-W	F4	See notice under Hobbs Airport.
Hope, Flying H Ranch	L	27.6 WNW	5140	2	28		Ctn-auto trails. Ruf.
(PC) Jal-Lea County	L	2.4 ENE; Rd S.	3110	1	h36		
← LAS CRUCES	P	8.5 W; hwy S	4454	3	h75-BL4		Use rnwys.
← " East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE; RR, hwy 2 W	6866	2	h64-BL4-S5-W	F3	Clsd to Air Carrier operns. Hazardous to acft over 12,500 lbs. Ctn-holes, ruf. Use rnwys.
" X-C Aero		2 F; rd N					(ABANDONED)
(PC) LORDSBURG	P	1 SE; RR, hwy N	4287	2	82-S5	91	P-line WNW. Use strips.
" Kuykendall	L	0.8 NNW; hwy E	4225	3	28		ENE, SE blkd. Ctn-weeds, holes. Use strips.
Lovington	L	0.8 E; RR W	3985	4	36		N, S, SE blkd; p-lines NE, NW, SW, W.
" Hobbs	L	13.4 ENE	3650	2	h70		
Magdalena	L	0.8 N; RR S	6572	3	48		SSW, WSW blkd; p-line SW; mtns NE, ENE. Ctn-loose rocks.
Manuelito		2.4 NNE; RR SE					(ABANDONED).
Maxwell	L	1.7 N; hwy E	6000	4	39		S, SE blkd; ditch SW. Use N/S, NE/SW strip in emerg only. Ruf.
Mesa	L	0.5 S; hwy NE	4900	3	19		Cattle on fld.
Milnesand, Flying M Ranch	L	0.4 NNW; hwy E	4360	3	18		Use strips.
Moriarty, Longhorn	L	8.3 ENE; hwy N	6312	2	33		P-line N.
Mosquero, Tequesquite Ranch	L	10.8 NE; riv E	4600	5	25		
Mountainair	L	1.1 NE; hwy S	6600	3	28		N blkd; p-line S.
Otto, 74, LAX-AMA	P	6.8 NNE Moriarty	6226	3	41-BL2-W	F1	Ctn lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd. Use caution. Ruf.
(PC) Portales	L	2.2 W; hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE; RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S; hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE; hwy N	6700	1	18		NNE, NW blkd.
(PC) RATON, Crews	P	11.5 SSW; hwy NW	6352	3	h55-BL4-W		N/S rnwy abandoned.
" Eagle Tail	L	2.8 S; hwy W	6580	4	43	(F1)	Atnd wk-ends Aug-Sept. Stock-fld. Ruf. Use strips.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
Rodeo, 26A, PHX-ELP	P	7.3 NNE; rd S					ABANDONED.
← (P) ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC) Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Jon	L	0.6 NE, RR, hwy S	4100	2	27		Caution-cattle on fld. Ruf.
Santa Fe (Old)	P	6.3 SW; hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
← (P) SANTA FE (New)	P	9.8 WSW; hwy 2 E	6344	3	h63-BL4-S5-W	F4	
" Ragle		3.7 SSW; RR SE					ABANDONED
Shiprock, Indian Service	L	1.6 SSW; hwy W	5100	2	40		end N/S rnwy. Stock on fld.
(PC) Silver City-Grant County	P	11.5 SE; RR 1 E	5443	2	55-BL4-S1-W	F3	Ctn-erosion, ruf, soft.
← Socorro	P	2.5 S; hwy E	4796	1	h58-BL4-S1	F1	
Springer	L	07 NE; lk 45 NW	5835	4	30		Unlgtd knoll S.
" Vallejo Ranch	L	13.5 W; hwy S	6450	1	30		Cattle on field. Ruf.
Taiban, Ft. Sumner	L	9.8 N; hwy W	4830	3	h61		Caution-weeds.
Taos		1.7 SSW; hwy NW					Fence across N 1000' of N/S rnwy. (ABANDONED)

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	L	4.5 WSW;hwy E	6890	3	47		Sheep on field.
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-S5-W	F3	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E;hwy S	4063	4	h51-BL4-S5-W	F4	Use rnwys.
Vaughn	L	1.3 SE;hwy E	6000	3	25		P-line NNW. Rolling, Cattle-fld. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
← Grants	P	2.9 NW;RR, hwy NE	6520	1	h53-B*L4-W	(F1)	
Cambray, Burris		5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,E	5100	3	38		Mtn NE. Cattle on fld.
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		1 Rnwys 11-29, 8-26 clsd-const.
(AF)Albuquerque, Kirtland AFB	P	3.8 SSE	5330	4	h102-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Tatum, Lea County		2.5 E		1	h30		
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page		1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY. S blkd. Use rnwys.
← Amityville, Zahns	P	2 NNE;RR NE	80	2	h42-L4-S5-U-W	F4	P-line NNE. Rgt tfc E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola		1.4 N;hwy W					(ABANDONED)
Arcade	L	2 N;rd E	1740	1	29		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-S5-U	F3	N blkd. FEE when no gas purchased.
Auburn		3.7 NNW;RR IE					(ABANDONED)
(PC)Ballston Spa	L	3 N;crk I SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage.
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-B*L1-S5-U	F3	
Bayport, Davis	P	1.3 NNW;RR SE	40	2	27-*L4-S5	F1	FEE when no gas purchased. Rgt tfc N, NW
Bethpage, Grumman	L	0.5 W;RR NE	119	1	h66		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24, 10-28 clsd.
Binghamton	P	7.2 NNE;riv E	940	2	21-S5	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	Use rnwys.
← " Tri-Cities	P	10 W;riv E,S,SW	832	2	h35-*L2-S5	F3	Ctn on apch to rnwys 4, 9. Seaplane activities W.
Blasdell	L	0.7 FSE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood	L	1 ENE;RR N	85				CLOSED-CONSTRUCTION
(P)BUFFALO	P	6.1 ENE;RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N, SW. Use rnwys.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W;RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-B-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	2	24-*L-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-*L-S5	F1	P-line ENE. Avoid graded strip-wet. Use turf areas.
Clayton, Sunnybrook		3.4 S;rd E					(ABANDONED).
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
Commack, Carli Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	L	1.4 NNW;hwy S	1660	2	18		(CLOSED TO TRANSIENTS-$10-50 FINE). Ruf.
Corinth	P	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	360	1	14		
(P)Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N, purchased.
Deer Park	P	0.8 E;rd W,RR N	78	3	22	F3	NW,SE blkd; p-line NE. FEE when no gas
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		CLOSED. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(P)DUNKIRK	P	3 E;RR S	692	2	h40-BL4-S1		
" Werle	P	1.8 ENE;crk F	640	3	29-S3	F1	ESE, WNW blkd; p-line SW.
East Amherst, Steffen	P	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	L	0.5 WSW;hwy E	260	1	43		Do not cross hwy on strip xcpt emerg. S blkd; p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W;RR S	40	3	26-*L1-S5-U	F3	P-line NNE. Ruf.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
← Falconer	P	0.5 NNE;RR W					ABANDONED.
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc lndg Rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
← Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-S3	F1	
Fowler, Ryder's	L	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W;RR SE	620	2	27-*L1-S1	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S5	F3	
" Airpark		1 W;lk SW					(ABANDONED)
" Granby	C	3 W NW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
(P)GLENS FALLS, Warren County	P	2.8 NNE	328	2	h40-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
← Gouverneur	P	1.3 NE;hwy SE	450	2	31-S3	F1	SSW blkd.
← Granville	P	1.5 N;RR W	420	1	16-*L4-S5	F1	
← Greene	P	2 SSW;riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE;rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E, S, W blkd.
Hamburg	L	2 NNW;hwy NW	722	1	h22		CLOSED. Use at own risk.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18		Lnd at own risk. Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
Herkimer, Hayduk		0.6 SSW;RR N					(ABANDONED)
Hilton	P	2.6 WSW;crk ESE	335	3	17-	F1	NE blkd. Soft spots.
Honeoye Falls		0.8 SW;RR E					(ABANDONED)
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Hudson Falls		1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	P	8 NE;RR N	98	3	h50-BL4,5,6-S5-W	F4	No storage. Rnwy 10-28 clsd nqts. Rdo rcvr rqrd. Use only rnwys.
Ithaca	P	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
" Cornell University	P	4 NNE;RR 3 SE	1098	2	h36-BL4-S3	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-B*L4-S5	F3	
Jay, Ausable Valley	L	0.6 ENE;hwy NW	680	1	13		
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N. Caution-ruf.
← Keeseville	P	1.4 S;hwy W	490	1	20-S1	F1	S blkd.
(PC)Kingston-Ulster	P	2.7 N;RR E					ABANDONED.
Kirkville		0.3 W;RR N					(ABANDONED)
Lake Placid	P	2 SE;hwy S	1750	2	35-S1-U	F3	
← Lakeport, Oneida Lake	P	0.4 W NW;lk N	390	2	17-S3	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*[-S1		Atnd summer only.
← Livingston Manor	P	0.8 SE;hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	P	2.8 N;hwy E	380	3	20-(S5)	(F1)	NW blkd.
Mahopac	L	2 W NW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W;hwy S	791	2	h40-*L4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
Massapequa, Fitzmaurice		1.5 ENE;RR S					(ABANDONED)
(P)MASSENA, Richards	P	2.2 E;riv SE	205	2	h40-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60-S5	F1	No storage.
Mattituck	P	0.8 ESE;bay S	30	1	22-*L-S5	F3	
Medina	L	2 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N;RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven		1.3 NW					(ABANDONED).
Millbrook, Van Alen		7 NE;hwy S					ABANDONED.
Millerton	L	1.5 N;pond NE					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only.N blkd;TV ant. NNE.
► Monticello,Sullivan Co.	P	1.4 S;RR E	1500	1	36-S5	F1	SE blkd.
" The Ranch		4 ENE;riv E					(ABANDONED).
Montour Falls,Martin	P	1 NE;RR W	460	1	20-S3	F1	
Mt. Morris	L	1.2 S;RR NE	800	2	13		(DANGER-SHORT FLD).Ruf.
Newark	L	1.3 NNW;RR N	490	1	19		INACTIVE. P-line NW.
New Baltimore, Farley's	P	1.8 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh,Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FIELD).
New City,Christie	P	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz,DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD).Soft-wet.
New York,Donovan-Hughes		14 SW Empire State Bldg.					(ABANDONED)
" Flushing	P	8 ENE Empire State Bldg.	4	aw	26-*L1,3-S5-U	F3	Major eng rprs only.SW, SSW blkd.Rgt tfc N,NW;turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE.Clsd to mil acft xcpt those carrying high govt offls. No 80 octane avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd.FEE. Dikes N,E.Clsd to acft 105,000 lbs. N/S rnwy used for parking.Clsd to motorless acft.
" Richmond County	P	15.7 SW Empire State Bldg.	10	2	22-S3	F2	SE blkd.
" Rockaway	P	15 SE;ocean S	20	4	27-S3	F4	S blkd;p-line SE,SW.FEE. S end N/S strip ruf.
" Staten Island	P	15.5 SW Empire State Bldg.	45	2	h35-S5	F2	N/S Rnwy clsd Sat,Sun to 1200.N & NW rnwys clsd at intsxns.Use grass for taxiing.Tfc is left all rnwys.
(N,AF,NG) NIAGARA FALLS	P	5 E;RR 1.4 N	590	5	h76-BL4&7-S1	F4	N/S Rnwy clsd to nvy traffic 2way rdo rqrd. Jet opern 150,000 lbs on 27R-9L only.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda,County Line	P	3.4 E;canal N	577	2	20-S1	F1	
" Shawnee	L	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E,W blkd. Glider towing vicinity.
Northville, Plateau	L	2.5 E;crk S,W	1040	2	24		
► Norwich, Eaton	P	2.5 N;RR,riv E	1019	3	24-*L4-S3-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE,SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE;riv N	1440	1	30-L4-S3-U	F1	Minor eng rprs only. P-line W.
" Midway	P	2.7 WNW;RR S	1510	2	18-S3	F1	Minor eng rprs only.
Oneonta	P	1.5 W;RR S,SE	1100	3	26-*L1-S5	F3	W,NNE blkd;brush E.Use rnwys.
(A)Orchard Park	Field now Army Installation.						
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle-fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	P	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3 WNW;hwy N	1555	2	21-B*L-S5	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E;RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW, blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURG	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E;hwy S	460	1	20		CLOSED-wet holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S;crk NW	166	2	h34-*L2,4-S5-W	F4	Rot. bcn. 0.5 NE.
Prattsville	L	1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Clsd winters.
Rhinebeck, Cozine		0.5 SE;hwy N,W					(ABANDONED)
Richfield Springs,Davis	L	3 SSW;hwy W					ABANDONED.
Richland		0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 W,NW;lk NW	650	3	22-S1		P-line NNW.
Riverhead		4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	P	3.7 SW;riv SE	560	5	h50-BL4&5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd nghts.
" Genesee		6 S;RR N					ABANDONED.
" Hylan	P	6 S;hwy W	525	2	26-S5	F3	P-line NW. Ctn-glider activity in opern
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca		1.6 W;riv N					(ABANDONED). clsd.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-B*L4-S1-W	F3	
Sayville	P	2 N;rd S	50	4	30-*L1-S5	F1	ENE,WNW blkd;p-line E. FEE. N/S strip
Schenectady, Intercity	P	3.6 SSE;RR NE	340	1	24-S5	F1	NW blkd;p-line SW. Ctn-ruf.
(NG) " -County	P	3 N;RR SE	362	3	h50-BL4-S1	F4	Svcg on request 2300-0700.
Schuylerville, Garnsey's	P	2.1 S;riv E	100	1	31-S3	F1	No stos blkd. Comb. opern with seaplane base.
Scotia, Van Valkenburg	P	3.5 W;riv W,SW					ABANDONED.
► Selkirk	L	0.7 W;hwy E	160	2	20		INACTIVE. P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.
Shelter Island,Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	L	1 N;crk S	540	1	22		
Sidney	P	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S;hill SW
► Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Smithtown Branch-Smithtown	L	3 SW;hwy S	50	2	21-S3	F2	No storage. SE, NW blkd.
Spring Valley, County	L	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	419	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd.
" Nedrow	P	5.5 S;hwy E	520	1	21-S1	F1	NNE blkd. Open wk-ends only durg wint.
Ticonderoga	L	2.7 NNE;rd E	210	2	32		Ruf, Mtn W to NW.
► Troy	P	2 SSE;hwy W	325	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
► Utica	P	7.8 NW;hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8 W,NW;RR,NE,NW	742	2	h50-BL4,6-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED. P-line W. Break on N/S strip.
Victor-Farmington	L	3.2 ESE;RR 1 SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden, Newburg-Walden	P	2.2SSW;riv W	404	2	30-*L4-S3	F3	WNW blkd.
Wallington,Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
(PC)Wallkill, Ulster County		3 NW;bet rivs					ABANDONED.
► Warwick	P	4.5 NE;RR NW	540	2	24-S5	F1	
Waterloo	L	1 E;bet RR's					ABANDONED.
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F3	ARPT OF ENTRY. Use rnwys.
" Bradley	L	2 N;RR E	435	3	25		CLOSED. P-line W, SW.
Wellsville, Crowner	P	1 W;riv E,NE	1506	2	23-S3	F1	Skis winter.
Westport	L	2 S;hwy E	285	3	21		INACTIVE.
(NG)WHITE PLAINS, Westchester County	P	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-*L-S5	F1	Use NE/SW Strip with ctn when wet.
► Wurtsboro-Mamakating	P	2 NE;RR SE	560	4	29-S5	F1	N,NW blkd;mtns E,S,SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
► Dolgeville	P	1 NE;hwy SW	930	1	15	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
Gloversville, Glove City	L	1.5 NE;hwy S	860	1	20		Mtns N.
► Linlithgo,Webber's	P	0.8 SE	175	2	13-*L-S3	F1	SE blkd.
Weedsport, Whitford's	L	2.4 NNE;RR W	390	2	20-S3	F1	No storage. S blkd.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie-Moto	L	3.3 N;hwy W	50	1	20	(F1)	
► Albemarle	P	1.5 ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews-Murphy	P	2.2 W;hwy W	1696	1	47-S5	F3	Rgt tfc NE.
Asheboro	L	1.8 SSW;RR E	864	1	24		Closed.
(P)ASHEVILLE, Hendersonville	P	11.5 SSE;RR WNW	2103	3	h41-BL4-S5-W	F4	Rgt tfc S,SW.
► " Owen's	L	2.3 SSW;riv S,E	1979	1	30		E,W blkd. Rgt tfc E.
(PC)Barco Flight Strip	L	2.4 W	19	1	h40		8000' strip avail. P-line SW.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42-S1-W	F1	
Black Mountain	P	1.8 WSW;lk NW	2268	1	25-S1	F1	Rgt tfc WSW.
Bladenboro	L	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4 SW	638	3	h37-*L4-S5	F3	S blkd. N/S strip soft-wet.
► " Fairchild	P	1.5 E;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach		2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	L	3.8 NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
► Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F3	P-line SSE.
" Cannon	P	3 WNW	788	3	23-*L1,3-S5	F3	P-line NW.
► " Delta Air Base	P	6.7 E;RR N	750	2	28-S4	F3	NW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(NG)CHARLOTTE,Douglas	P	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-W	F4	Unlgtd trees in apch zone.
" Plaza		5 NE;RR N					(ABANDONED).
China Grove	L	2.5 E;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S3	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
" Coley	L	2 SW					ABANDONED.
Creswell		0.5 N					(ABANDONED).
Draper, Tri-City	L	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	8.1 NE;riv N	310	2	26		NE blkd;p-line W NW.
Eagle Springs, Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd,N side soft.
Elizabeth City	L	4 SW	15	3	28	(F1)	
Elkin	L	3 S;hwy E	1100	2	24	F1	
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
← Erwin	L	1 SW;riv W	195	1			CLOSED-NOT MAINTAINED.
(PC)FAYETTEVILLE,Grannis	P	4 S;riv 2 E	188	3	h48-BL4-S5	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	P	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
← " Lynwood	P	1.3 SW	820	1	h16-S5	F1	NE end ruf,P-line SW,NE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd.Ruf.
(AF)GOLDSBORO,Seymour Johnson		Arpt now Air Force Installation.					
← Greensboro, Air Harbor	P	7 W;lk S	822	1	16-S3	F1	No storage. Ditch E end.
(A) " -HIGH POINT	P	8 WNW;hwy SW	913	2	h45-BL4,5,6-S5-W	F4	Used by NG.
(PC)Greenville, Pitt-Greenville	P	1.8 NNW;riv W	25	3	h50-S1	F1	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
(P)HICKORY	P	2.2 W;riv N	1167	3	h44-BL4-S5-W	F4	
← High Point, Fraley	P	2.5 SSE,RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
← Jacksonville	P	3.7 NE,RR SE	51	1	h14-S3	F1	2800 ft. strip available.
Julian, Gilmore	L	0.6 SE;RR N	760	1	13		N blkd.
Kannapolis	L	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7 NW,RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	L	3.5 SW;RR SE					ABANDONED.
" " Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)Kinston,Stalling Air Base	L	4.2 NNW	93	3	h50-BL4		AF primary contract school,Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcept emerg or prior approval,Lmtd svcg facs.
" Jackson	L	3.7 SW;crk W	40	2	25		Rd SW end of strip.
← Lexington	P	2.3 SW;RR W	735	1	34-S5	F2	
Liberty		1.2 SE					(ABANDONED).
Lillington	C	1.1 NNE;hwy W	210	2	20-(S1)	(F1)	E,NW blkd.
Lincolnton, Burris	L	2.2 SW;RR SE	960	1	11		(HAZARDOUS-SHORT FLD). Ruf.
" Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
← Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd.N/S strip short,ruf.
(P)Lumberton	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F3	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5	F3	
Marion	L	2.3 N;riv N	1211	1	18		INACTIVE
← Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23-S1	F1	E end soft.
← Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F1	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
← " Miller's	L	4.8 ENE;hwy N	875	1	18		E side of strip hazardous.No storage.
Morganton-Lenoir	L	7.5 NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd
← Mount Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.8 NW;RR E	850	1	20-(S3)	(F1)	Atnd Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian		3 NW					(ABANDONED)
← (P)NEW BERN, Simmons-Nott	P	2.5 SSE;riv N	18	2	h48-BL4-S5-W	F4	
← North Wilkesboro	P	1.3 WSW,riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth, Mayo		1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	L	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
← Raleigh	P	3.3 SSW	364	3	h28-S5	F2	P-lines SE,W.
(P) " -DURHAM	P	10.5 NW;hwy NF	435	3	h45-BL4,5,6-S5-W	F4	Use hard surface-slick when wet.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville		3.2 SE				F1	ABANDONED.
" Warf	P	3.8 SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	P	3 SW;hwy N	250	3	32-*L4-S3	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3 N;RR E	97	2	h40-BL4-S5-W	F3	
← Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
← Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
← Selma, Myrtle	P	0.5 E;RR W	150	1	23-S1	F1	NE,SW blkd.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Shelby, Byers		3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINE, Pinehurst-Southern Pines	P	4.5 N;hwy W	465	2	45-B*L4-S5	F4	FEE for Mult-eng acft purchasing less than minimums amount of service.
Spindale, McDonald	L	1.2 SSE;hwy W	1000	1	18		INACTIVE. P-line S. Ctn-steep grade.
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip.Ctn-ruf.
Stanfield	L	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6 WSW,RR ESE	991	2	37-B*L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd.Rgt tfc NNE,SSW.
← Tarboro	P	2 ESE;riv NNW	50	1	27-S1	F1	P-line NE; fence SW.
← Thomasville	L	3.5 ESE					ABANDONED.
Wadesboro	L	3.7 NNE;RR W	220	2	19		Ctn-ruf.
" W & L Airways	L	3 E;RR N	370	1	30		NNW blkd.
← Wallace	L	0.8 N					ABANDONED.
(PC)Washington	L	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,20,35.
White Lake Beach	L	0.2 NW	75	2	18		INACTIVE.N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h70-BL4,6-S5-W	F4	Use rnwys,Rnwy 5-23 clsd-const.
(PC)Wilson	P	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	
Windsor, Spivey	L	2.3 S;hwy W	17	1	17-(S1)	(F1)	WSW blkd.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
← Zebulon	P	3.5 NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← Woodville	P	1 mi W;hwy S	15	3	19-S1	F1	F-lines SSE,S.
← Dunn	L	2.7 N;RR E,W	215	1	25	(F1)	
← Belmont	L	1.3 NE;riv E	650	1	20-(S3)		P-line WNW. Ruf, rolling.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
← Wallace,Pen Lin	L	1 SW	31	1	20		
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby	SEE Westby, Montana						
Aneta		0.5 WNW;lk W					(ABANDONED).
← Ashley	L	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	L	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd,P-line SE.Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S, SE.
(P)BISMARCK	P	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-S5-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	P	1 N;RR W	1645	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F1	P-lines N,NE,NW. Major eng rprs only.
" Miller	P	1.2 SE	3000	3	30-*L-S3	F1	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
← Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
Butte, Air Valley	L	1 SW;hwy N	1785	2	18		Rolling.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW.Use strips.
(PC)Carrington, Matheny	L	1.3 W;RR N	1610	3	29-(S1)	(F1)	Ruf,holes.
(PC)Cavalier	L	0.7 SSW;hwy E	889	1	21	(F1)	300'SE end unusable.
(PC)Columbus	L	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
← Cooperstown	P	1.5 SE;RR W	1428	3	26-S5	F1	
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
← Crosby	L	0.5 N	1950	4	34-B-(S1)	(F1)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4-S5	F2	P-line SW.
← " Bell	P	2 SSE	1450	4	30-*L4-S1	F2	
← (P)Dickinson	L	9.8 S	2589	2	h54-BL4-(S5)	(F3)	Ditch W.
Douglas, Carlson		0.5 SE;lk S,W					(ABANDONED).
(PC)Drake	L	0.8 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N, NW
Dunseith	L	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	L	1 NW;hwy N	1082	2	24		CLOSED.
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5-S5-W	F4	
" Sky Ranch		3.7 SSW					ABANDONED"

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Forman	L	1 N	1200	2	21	(F1)	Rolling. NE/SW Strip short.
Garrison	P	1 ESE	1920	3	23		HAZARDOUS, Rolling.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E, NE blkd;trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9 ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6 WNW;RRS,	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,ESE,NW blkd,P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW, NW. Use strips.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
Hettinger	P	1.2 NW;RR S	2675	4	32-S5	F1	N,NW blkd;p-line NE, Hill S, Ruf. Use strips, Ctn-apch from N,NE,NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	L	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	5	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd;p-lines N,NW.
Killdeer	L	0.1 S;hwy S, E	2100	2	17-(S3)	(90)	P-line W,NW.
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	33	(F1)	
Langdon	L	1 W	1608	4	20	(F1)	N blkd; p-lines NE, NW.
" Chaput	L	0.7 NE;hwy S	1600	2	26-(S1)	(F1)	S blkd. Rolling, Ctn-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
(PC)Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	P	4 S;hwy W	1948	3	26		Rolling.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1880	3	26		N/S Strip short. Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	L	0.8 NW;hwy E	1480	3	30		E, SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld. Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W, NW blkd.
Milnor	L	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	P	5.5 WSW	1840	2	38-S5	F2	No storage.
(P) " PORT O'MINOT	P	1.8 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	L	0.8 W NW;RR E	1650	3	26		P-line S,SE.
Mott, Wyman	L	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N,E.
(PC)New Rockford, Tomlinson	P	1.3 N;RR W	1533	3	37-BL4	F1	N,NE blkd; p-line SE.
Noonan	L	0.5 SE	1980	3	20-(S1)	(F1)	NE blkd,Ctn-weeds,Use strips.
" Border	L	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F3	Caution - center of strip washed out.
Oakes	L	0.8 W;RR S,E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
Park River	P	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips, Bcn inop after 2400.
" Miller		5 SE;hwy W					(ABANDONED).
(PC)Pembina	P	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY. P-line E, Rolling Holes.
Ray	L	0.7 NNE;lk E	2160	2	21		
Rhame	L	1.5 SW	3150	aw	23-(S1)	(F1)	ESE,S,WSW blkd, N/S strip ruf.
Robinson	L	1 NW;RR S					ABANDONED.
Rolette	L	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5 N;RR SW	1818	2	24-B-S1	F1	
(PC)Rugby	P	1.9 NW;RR SW	1547	3	27-BL4-S5	F1	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish	L	1.4 W;riv E	1800	1	25		S blkd;trees N
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Selfridge	L	0.5 E;hwy N	2100	1	13		Very rolling. Ruf.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E,NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd, N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
(PC)Stanley	L	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones, Use strip, Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE;lk E	1400	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S5	F1	4600' strip avail. Unlgtd fence SE;p-line S.
Van Hook	L	1.8 W;RR N	1850	3	22-(S1)	(F1)	
(PC)Wahpeton	L	1 S;RR W	966	2	27-B-(S5)	(F1)	P-line NE. No storage
(PC)Walhalla	P	1 NE;hwy W	952	3	26-*L4-S3	F2	P-line NW.
Warwick, Campbell	L	8.4 S	1500	3	26		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F1	P-line W.
" Renner		1 NE;hwy W					(ABANDONED)
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
Westhope	L	0.5 W;riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line W NW.
Williston, Chandler	P	3 W;RR SE	1910	2	26-S5	F1	S blkd.
(PC) " Sloulin	P	2.3 NNW	1942	4	h40-BL4-S1-U	F3	5300' strip avail. Rgt tfc SSE E NE.
" Wright	P	2.8 N	1876	4	26-*L3-S5-U	F3	P-line SW,W. Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE;lk SW	2035	2	34		W blkd;p-line NW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(PC)Leeds	L	0.5 SE	1508	1	21	(F1)	
Hazen	L	2.1 E;riv WNW	1900	2	17		N blkd, Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW,SE.
OHIO							
Aberdeen, Tyler	P	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd evenings, wk-ends. Use strip S-E/W-W.
(N)Akron	P	3.4 SE;RR W	1051	5	h55-BL3,4-S5	F3	ARPT OF ENTRY. 500'SW end Rnwy 6-24 unlgtd. Use Rnwy 18R-36L at own risk.
(NG) " -CANTON	P	11 SSE;RR E	1228	3	h56-BL4,5-S4-W	F4	
" Wingfoot Lake	L	9 SE;RR W	1184	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F1	P-lines E,SW. Rolling.
" Birtalan	P	2 ESE;hwy S	1077	1	23-S1	F1	S blkd. Ctn-bad apchs.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	3	22		P-line W. Rolling, ruf.
(PC)Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	P	3.5 ESE;rd NE	700	2	25-(S1)	(F1)	Atnd evenings, wk-ends only. NE blkd.
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston		3.2 WSW;rd E					(ABANDONED).
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E,W.
Bedford-Miles Ave.	P	2.7 NE	1080	3	17-S5	F1	SE,SW,NW blkd. Rolling.
" Sportsman	P	2.5 SSE;RR E					ABANDONED.
Bellefontaine, Tanger	P	0.6 W;RR S	1190	1	19-*L1-S5	F1	NNE blkd;p-line SSW.
Bellevue, Sherck		4.3 SW					(ABANDONED)
Berea, James		2 ESE;bet RR, hwy					(ABANDONED).
		1 ESE	910				ABANDONED
Bethel							
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE hwy S,N,E	845	4	27-*L1-S1	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S,SW blkd. P-lines E,NE. Use rnwys. Rgt tfc take-off;lndg S,SW. Rgt tfc take-off N,W,SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
" Stombaugh		1 SSE;RR NE					(ABANDONED).
Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F1	NE blkd;p-line NW.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E,W.
Cambridge	P	2 N;hwy E	800	2	26-L2-S1	F1	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W.
Castalia, Smetzer	P	2.6 SW	690	2	28-*L1-S3-U	87	P-line W. Rolling.
Celina, Lakefield	P	5 S;hwy N	895	3	33-S5	F1	P-line N,W. Rolling
Chagrin Falls	P	3 E;hwy W	1220	4	26-S5	F2	N,NE,E,W,NW blkd. Rolling.
Chardon	P	2.8 S;lk E	1244	3	22-S3	F3	N,SE blkd;p-line NE. Rolling. Soft when wet. Use strips.
Chesapeake, Huntington	P	2 WSW;riv S	560	1	h28-*L4-S3-W	F1	Stacks W.
Chillicothe, Jones	P	7.2 SE;RR SW	720	2	24-*L1-S3	F1	
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd. Ctn-dangerous to students, hdg winds and tk-offs WSW-hills. Soft-wet.
" Sky Park	P	2.2 N;bridge E	635	2	29-S5	F2	S,SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W,S,SW.
(P) " -Lunken	P	4.3 SE;riv SSW	488	3	h52-BL4-S5	F4	WSW blkd;p-line NNW.
" Crosley		11 NNE;RR E					ABANDONED
" Fernald Area A,E,C.		15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	P	10.5 W;riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood	P	9.5 NNW;hwy 1 W	830	1	h22-(S1)	(F1)	E blkd. Use rnwys.
" Mt. Healthy	L	9.5 NW;hwy E	882	2	22		NE, ENE, WSW blkd. Rgt tfc SW. Ruf. Rolling. NE,SE.
" Watson	P	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd. Rgt tfc E.
Circleville, Elsea	P	1.6 N;RR W	700	2	17-S5	F1	SSE blkd;p-line ENE. Use ENE/WSW with ctn

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Circleville, Thomas	L	2 WSW;hwy N	665	2	26		ARPT OF ENTRY.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3,4,5,7-85-W	F3	Rnwy 5R-23L usuable lgt, acft only
" Brooklyn	P	5.5 SW	780	3	26-S5	F1	E, NE, W blkd, Soft when wet.
(PC) " -Lakefront	P	1 N	584	1	25-S3-U	F3	FEE. Avoid stadium. Call CLE for rdo for tfc pat. 22'unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	2	30-S3-U	F3	SE,SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbus, Clickenger	P	6.2 SSE;RR E	748	3	27-S5-U	F2	P-lines N,NE,NW,SW,Ruf.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F1	P-lines N,NE,NW.
" Ohio State University	P	8 NNW;riv W	900	2	h22-B*L4-S1-U	F3	Use strips.
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys.
" Price	P	6 SE;bet RR's	760	2	20-*L4-S1	F1	Ruf off strips. Use rnwys. NE end-ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	NNE,NW blkd;p-line EExten ruf.Use lgts
Copley, Gibson	P	1.5 S;hwy E	1000	2	24-S3	F1	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy,crk	760	1	13		N blkd.
(NG)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use
" Dahio	P	8.5 W;hwy S	925	3	32-S5	F1	S,SW,W blkd. rnwys. P-line SE
" Neff	L	6 SW	720	3	17		
" South Dayton	P	9 SSW					ABANDONED.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	3	h30-B*L4-S5-U	F3	4000' strip avail,S blkd, Use strips,P-line S.
Delaware	P	2.6 SW;RR N	960	3	25-S1	F2	h1600' rnwy avail on E/W Strip,Ctn-ditches.
Delta	L	1 SE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool,Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW;RR N	1100	1	26		Lnd at own risk,N blkd, Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only, P-lines E,W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S]-U	F2	SE blkd;p-line S.
Findlay	P	1.5 SSW;hwy NW	800	2	h40-BL4-S5	F4	Rgt tfc E.
Fostoria, Snyder	P	1.5 ENE;RR S	762	2	24-*L1-S3	F3	W blkd, Soft when wet.
Fremont, Slager	P	2 NW;RR SW	630	3	27-*L4-S5	F1	E,NE,SW blkd,P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd, Ruf, rolling.
(PC) " -Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L1-S5	F1	Soft when wet,Use rnwys.
(PC)Gallipolis, Holzer	L	1.8 ENE;riv S					ABANDONED.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Welker	L	2.1 SE;crk N	740	1	16		Ctn-ruts,Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED,P-line N,Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S1	F1	Wblkd,Rolling,2800'E/W strip under const, usable dry, E blkd.
Grove City,Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE;RR S	631	2	38-*L1-S5	F3	P-lines S,NW
" North Hamilton	L	4.5 NNE;RR W	620	1	23		P-line SSW.
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No sto,Acft rprs only,Rolling.
Hudson, Mid City	P	2 S	1080	3	31-*L-S1	F1	NE,SW blkd,Rolling,Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson, Shumate	L	8 SSE;RR NE	720	1	22		
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N,RR E	900	2	20-*L4-S5-U	F1	1800'E/W strip for ngt operns,E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd. Use strips.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd, Rgt tfc S. Ruf, FEE.
Kent-State	P	2.8 W;hwy S	1120	3	33-S5-U	F1	S, W blkd. Rolling.
Lake Milton, Milton	L	0.4 W;lk W	980	2	17		E blkd,Ruf,rolling.
Lancaster,Anchor Hocking	L	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	
LeRoy, Westfield	P	1.2 SSE;RR SW	1030	1	25-S5	F1	Soft when wet, FEE pvt acft.
Lima	P	4 WNW;RR NE	830	2	h35-B*L4-S5-U	F3	N blkd;p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	2	26		CLOSED. Rolling
Logan		0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	L	2 WSW;RR N	610	2	29-(S3)	(F1)	NE,SE blkd.
" -Sky Port	P	1.5 WSW;RR N	610	2	29-S1	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	L	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE;RR N	1160	1	22-S5	F1	ENE blkd.
Macedonia, Miller	L	2 NNE;RR E	1152	aw	26		SE,NW blkd;p-line SW.Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	P	4 N,RR F	1296	4	h68-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnwys, strip.
" Gage	L	4.5 W;RR S	1360	2	13		E,W blkd,Rolling.
Marietta	P	1.8 ESE;riv S					ABANDONED.
(PC)MARION	P	4 ENE;RR S	991	3	h43-BL4-S5	F4	Use rnwys.
" -County	P	5.6 NE;hwy E	1000	2	35-*L3-S5-U	F2	N,NE blkd,Lnd SW only at ngt.S end rolling.
" Millers	L	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Marysville	L	2,9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	P	4.2 S;hwy E				F1	ABANDONED.
Massillon, Noble		4.5 NNE					ABANDONED.
McComb	L	0.8 SSW;RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE,S Soft-wet,Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd,Ruf.
(PC)Middletown	P	1.5 N;riv N	647	3	40-B*L4-S5-U	F3	Rgt tfc S,SW,W.Lgts prior req after 2400
Millersburg, Briar Hill	L	1 S;RR W	810	1	21		Rgt tfc S.Unusable when wet.Hill S:p-line N.
Minford, Knore	L	2 SE;riv S	670	2	24-S5	F1	P-line N,S.Rolling.
Mingo Junction,Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	P	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;n-line NE. Ctn when wet.
(PC)Mt.Vernon,Wynkoop	P	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd,Rolling. Sundays.
Napoleon	L	1 N;RR SW	680	1	19	(F1)	W blkd;p-line E. Rgt tfc W. Open
" Winters	L	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft - wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	18-(S1)	(F1)	
Newark	P	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only, S blkd.
New Holland,Tri-County	L	3 ESE;RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	81	Narrow at intsxn of strips.
New Westville	P	2.8 S;RR S	1180	3	21-S1	87	E, NE, SE, NW blkd.
(PC) NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-65-W	F3	P-lines N,NW,S,W NW.
Newton Falls	L	2 SW;RR E	950	1	22	(F1)	Rolling.
North Bass Island,Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,NS Strip soft-wet. Strip clsd.
Northfield-Sky Haven	P	1.9 SSE;hwy W	985	2	24-S1	F1	E,W,SW blkd,Rgt tfc W,Soft-wet, NE/SW
" Welcome	P	2.5 SSE;hwy W	1040	4	24-S3	F1	NNW,SE,SSE,SSW blkd,P-line W,Use strips
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-(S3)	(F1)	SE blkd;p-line N,No storage.
North Lima, Elser	L	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 W NW	1165	2	23-S1	F1	N,SE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
North Ridgeville, Strauss	P	2.5 ESE;hwy S	780	2	26-*L1-S3	F1	Acft parked N end N/S strip.Use strips.P
Norwalk Arpk	P	2 NNE;RR W	690	3	28-S1	F2	line S;house N.Soft-wet. SW, W blkd.
Oakhill, Swann	P	1.2 ENE;RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-(S1)	(F1)	Atnd wk-ends. N blkd. Soft when wet.
Olmsted Falls	P	2 W;RR N	790	2	25-S3	F1	N blkd.
Ottawa, Putnam		1.7 ENE;hwy S					(ABANDONED)
(PC)Oxford,Miami University	P	2.2 WSW	1040	3	40-S5	F3	N,S,SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd,Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd,Soft-wet,Ctn-cultivation.
Perry	L	2.3 NE;hwy N					ABANDONED.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	P-line S.Rolling.Lgts dusk-2300.
Plain City	P	0.5 WSW;RR N	935	1	21-*L4-S1	F1	P-line W.
(PC) Port Clinton	P	3.5 E;hwy N	587	2	h22-BL2-S1-U	F1	3600' strip avail E blkd;p-line N.
Portsmouth, Raven Rock	P	3.5 WSW;riv SE	535	1	22-BL2-S5	F3	Rgt tfc NE.
Put-In-Bay	L	1.2 SSW on SE side of island	590	2	15		NW blkd,NE end Soft-wet.FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	20-L4-S3	F1	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27-S1	F1	N, E blkd.
St. Clairsville,Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	P	3.9 SSE;RR W	620	2	27-S5	F1	ENE,SW,WSW blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shelby-Airstrip	L	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE, SW, W, NW blkd.
(PC)SPRINGFIELD	P	5.5 S;bet hwys	1049	3	h55-BL3,4-S3	F3	Use rnwys.
" Crabill		2.5 SE;RR E					ABANDONED
Steubenville,R.G.P.Coal Co	L	4.5 W;hwy N	1160	1	32		Caution-loose slag.Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE.Use strip.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N;hwy E	750	1	26-S1	F1	E blkd.
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F1	Code ben. 2130 to 0730.
(P)TOLEDO	P	8.2 SSE;RR NE	622	3	h42-BL3,4-85-W	F4	P-line SW,W;chimney SE. Fuel unavail
" Franklin	L	4.5 WNW					ABANDONED.
" National	P	4.1 NNE	595	5	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1050	2	22		NE/SW Strip clsd-stumps,Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F1	W and S ends stripe low.
(PC)Urbana, Grimes	P	1.5 N;RR W	1055	3	35-BL4-65-U	F3	
(PC)Van Wert	P	1 WSW;hwy S	788	2	h20-S5	F1	N/S rnwy clsd,Soft-wet.
Venice,Fernald USAEC		1.7 W&W;RR 1 SW					(ABANDONED)
Warren, Hall	L	3.5 ENE	900	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E;RR N	750	1	20-S5	F1	

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Waynesville, Sky Center	P	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington		0.5 N					(ABANDONED)
Wellston	P	3.3 S	710	1	24-S1	F1	S blkd.
West Milton, Lehman		2.5 W; crk W					(ABANDONED)
Weston, Williams		2.5 NNW					(ABANDONED)
Willard	P	1.2 S; hwy N	960	2	22-S5	F1	P-lines S, W. Rolling.
Willoughby		1.2 E					(ABANDONED)
" Euclid Ave		1.5 WSW; RR N					ABANDONED
" Lost Nation	P	3 N; lk NW	626	4	34-B*L3,4-S5-U	F3	S, SW, W, NW blkd.
→ Woodsfield	L	1 W; hwy E	1220	1	20	(F1)	Atnd wk-ends, Soft-wet, Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE; hwy SE	1150	4	32-*L1-S5	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
→ Xenia, Port Xenia	L	3.5 E; RR S	1050	1	20	(F1)	P-line E.
(AF)YOUNGSTOWN	P	11.1 N; hwy E,S	1196	4	h75-BL4,7-S5-W	F4	2-way rdo rqrd.
→ " Austintown	P	5.7 WSW; hwy N	1175	2	h20-S5-U	F3	3000' strip avail, Rolling. Ruf, E, W blkd.
→ " Bird	P	2.6 NE; RR W	1057	3	23-S5	F1	NE, W blkd; p-line E. Ruf. Rolling.
" Boardman	P	5 SSW; hwy N	1072	2	25-S5	F1	No take-off E. Soft when wet.
" Watson	P	3.8 E; lk S	1092	3	32-S1	F3	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	L	1 SSW; RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
" Briggs	P	6.4 NNE; riv W	780	2	18-S1	F1	E, S blkd; p-line N. Rolling, ruf.
" Commerce		6.5 N; riv E					(ABANDONED).
NEW AIRPORTS (or airports out of alphabetical alignment)							
Chatham, Spafford's	L	0.5 S	1053	1	16		SSE blkd. Rolling.
→ Phalanx Station, Skeets	P	6 WNW; hwy 1 NE	910	1	26-S1	F1	N blkd.
→ Columbus, Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
Fremont, Wagner	L	3.5 W; hwy N	650	1	26		N blkd, Ruf.
Salem, H-B	P	3.3 N; hwy E	1160	1	20-S1	F1	E blkd.
OKLAHOMA							
(PC)ADA	P	2 N; hwy W	1008	3	h50-BL4-S1	F3	
" Myers	L	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
Afton, Monkey Island	P	7.8 SE; lk E	750	1	26-S1	F1	Rough.
(AF)Altus #1		Arpt now Air Force installation.					
(PC)Alva	P	1.8 SSW; hwy E	1470	2	h24-B*L4-S3	87	
Anadarko	P	1.5 SW; hwy N	1286	1	26-(S3)		
→ Ardmore	P	9.2 N	875	4	h40-B*L2-S5	F4	Ctn-hvy acft, soft.
(PC) " Lake Murray State Park	L	1.2 SE; rd E	840	1	20		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	L	0.5 N; hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville		4 E; hwy 2 S					(ABANDONED)
" Hi-Way	P	3 NE; RR SE	680	4	28-*L4-S5	F1	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7 WNW; hwy S	715	2	h46-BL4-S1-W	F4	
Beaver City	L	1 SSW; hwy E	2500	3	25		P-line SE. Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W; hwy N	1059	3	31-BL2,3-S5	F1	P-lines N, NE.
" Mauk's	P	2.7 S; hwy E	987	2	24-*L4-S5-U	F1	W blkd; p-line E.
Boise City	L	3 N; hwy W	4200	2	24		Soft when wet.
(PC)Bristow	L	1.3 WNW; lk SE	878	1	h18		
Buffalo	P	0.6 NW	1965	3	22-(S4)	F1	P-lines N, S, SE.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff		4.1 SSE; hwy 1 S					(ABANDONED).
(PC)Canton	L	2.3 NNW; lk E,N	1660	1	24		
Chattanooga	L	4 SSW; hwy E	1140	3	h45		
(PC)Chickasha	P	4 NNW; riv S	1146	1	h38-S5	F3	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7 NE; RR W	1614	3	32-S5	F1	
(PC) " -Sherman, 14, AMA-STL	P	17 SW; hwy 2 E	1932	4	h65		CLOSED.
(PC)Colbert, Burns Run	L	4.3 W; lk W	634	1	22		Erosions.
(PC)Cordell	P	1 E; hwy S	1580	3	22-*L4-S3	F1	
(PC)Cushing	P	2 S; RR E	913	4	h52-B*L4-S5	87	
Davis, Flying L Ranch	L	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)Duncan, Halliburton	P	2 S; RR E	1125	3	h40-BL4-U	F3	SW blkd; p-line NE, NW. Use N/S Rnwy when wet. (6500' strip avail)
(PC)DURANT, Eaker	P	3.2 SSW; RR 1 E	703	3	h50-*L4-S1	F3	
(PC)Elk City	L	1.5 NE; hwy S	1981	3	h23		
Elmore City, Henninger	L	5 N; rd N	1100	1	20		
El Reno	L	1.5 SW; rd E	1395	2	26-*L4-S5	F1	E blkd.
→ " Mustang	P	5.3 SSW	1400	2	39-S5	F1	E/W strip ruf.
Enid, North	P	3.8 N; hwy W	1265	1	24		
(AF) " WOODRING	P	5 ESE; RR N	1172	3	h65-BL4-S5	F3	Extep student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	L	1.4 SW; RR N	2098	4	25		P-line N, Ruf, Soft-wet.
Fairview, Fair-View	P	1.3 NNE; RR W	1300	2	25-BL4-S3	F1	P-line W.
(PC)Frederick	P	2.5 SSE; RR N	1233	4	h60-S3	F3	
→(P)GAGE, 13, AMA-MKC	P	1.8 SW; RR NW	2223	2	h54-BL4-S3-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC)Grandfield	L	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC)Guthrie	P	2 SSE; hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3200	2	26		P-line SSW
Hartshorne		1 NNW; RR S					(ABANDONED)
" Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade	L	1.3 E; crk N	800	1	24		
Heavener		2 N; RR W					(ABANDONED)
(P)Hobart	P	3.8 SE; hwy W	1562	3	h53-L4-S3-W	F3	
" Hunter's	L	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N, E/W Strip soft when wet.
(PC)HOLDENVILLE	P	1.2 WNW; hwy S	864	2	h32-B*L4-S1	F3	Use rnwys.
→ Hollis	L	1 N; hwy E					ABANDONED.
Hominy	L	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW; RR E	2985	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
→ Idabel	L	1.3 NW; RR E	500	2	32-S1	F1	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
Kingfisher	P	1.3 NW; RR E	1060	1	26-*L4-S5	F1	P-line S.
(PC)Kingston, Caney Creek	L	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
Laverne, Shepherd		2.5 SSW; hwy E					ABANDONED
(PC)LAWTON	P	2.3 SSW; hwy E	1108	3	h47-BL4-S6-U	F4	
(PC) " Lake Lawtonka	L	11.5 NNW; lk W	1360	1	23		Ruf, Mtn S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell		0.8 WSW Lexing-	1100	1	21		N blkd.
Lindsay	L	0.3 E; RR N ton					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	26-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	P	1.6 N; hwy E,S	1585	3	25-S5	F1	Ruf.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P)McALESTER, (New)	P	4 SSW; RR W	770	1	h40-BL4-S5-W	F1	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2 SW; RR SE	1090	3	24-S3	F1	No storage Use rnwys.
(PC)MIAMI	P	2.2 NNW; RR E	811	2	h40-L4-S5	F1	Lgts on dusk to 2030, prior req other hrs.
Moore, Southside		0.6 NE; hwy W					(ABANDONED).
(PC)MUSKOGEE, Davis	P	6.4 S; hwy W	610	3	h57-B*L4		
(PC) " Hatbox	P	2.7 W; RR S	623	2	h38-B-S5	F3	
Newkirk-Skypark	L	2.5 SE; lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5 SSW; hwy W	1165	aw	h18		
" Noble	L	3 SE; RR, hwy SW	1170	1	24		Ruf.
(PC) NORMAN, Westheimer	P	2.7 NW; RR E	1187	4	h58-*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6 NNE; hwy W	600	2	26		Soft when wet, P-line W.
(PC)Okeene	L	0.7 SE; hwy N	1205	1	22		P-line N. Soft-wet.
Okemah	L	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
Oklahoma City, Downtown	P	2 SW; hwy E	1180	2	h34-L4-S5-U	F4	
" Kahle	P	7.3 S; hwy W	1250	2	24-S5	F1	
(NG) " WILL ROGERS	P	7 SW; hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
" Wiley Post	P	7.9 NNW; lk W	1216	4	32-S5	F3	P-lines E, NE.
(PC) " Tulakes	P	8 WNW	1302	2	h43-BL4-S5-U	F3	
(PC)OKMULGEE	P	3 NNE; hwy W	715	3	h43-B*L4-S5	F1	
(PC)Olustee	L	2.3 S	1370	3	h45-(S1)		
(PC)Pauls Valley	P	2.1 S; hwy E	967	2	h35-B-S1	F1	Use rnwys.
Pawhuska	P	3.8 W; hwy S	1000	3	37	(F1)	P-lines SSE, S.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P)PONCA CITY	P	2 NNW; RR S	1014	2	h48-BL4-S5-W	F4	Rnwy 2-20 closed.
(PC)Pond Creek	L	0.5 SW; hwy N	1065	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW; hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
Sand Springs, Sims	P	5 NW; lk NE	750	1	27	F1	P-line S.
Sapulpa	L	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW; hwy E	1937	1	h50		
" Archer	L	2.3 N; hwy W	1963	1	21-S5		No storage. Rolling.
(PC)Seminole	P	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel	L	0.8 SSW; RR W	1600	1	16		Ruf.
(PC)SHAWNEE	P	2 NW; RR SW	1080	3	h42-B*L4-S5	F1	Rgt tfc rnwys 13, 17, 21.
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC)Stillwater, Searcy	P	3.2 NNW; lk WSW	985	3	h50-B*L4-S5-U	F3	
Stilwell		1.4 N; RR W					(ABANDONED)
Stroud	P	3 N; hwy W	883	2	26-BL2		W blkd. Ruf.
Sulphur	L	1.5 NW; hwy S,E	1060	3	26		Ctn when wet. P-line S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-L4-U	F1	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	L	4.1 SSW	1300	2	36		P-lines N, E.
(PC)Tishomingo	L	2.6 S;lk S, W	640	1	28		Ruf,erosion, Gopher holes.
(NG)TULSA	P	6.2 NE;RR S	674	6	h100-BL4,5,6-S5-W	F4	
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5-U	F4	
" 15th Street		4 E;rd N					(ABANDONED).
" Stebbins	P	6 N;lk SE	650	4	24-S3	F1	P-line NNE.
" Cherokee	P	5.4 SE;hwy N	731	3	h30-S5-U	F3	Use rnwys.
" -North	P	4.5 NNW;RR E	725	3	21-S5	F1	P-lines S,SE,SW,Rolling.
" Young	P	8.8 E;hwy N	750	4	24-S5	87	
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2265	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd.
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet, Cattle on fld.
Watonga	P	1.2 NW,hwy S	1460	2	26-*L4-S5	F1	
Waynoka, Kelsey	P	3.4 NNE;RR SE	1500	1	17		Cattle on fld, Ctn-wet.
Weatherford	L	2.7 ENE;hwy S	1595	2	23		Ruf.
Woodward		1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2040	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-B*L4-S1	F1	No ngt operns after 2300.
Yukon, Cimarron	L	4 WSW;hwy N	1350	4	41		
" Lakeview	L	2.7 E;hwy S	1275	2	20		P-line S, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Altus	P	4.2 N;RR W	1426	3	31-L4-S1	87	P-line SE, SW. Soft-wet.
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
OREGON							
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, and NE.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld,Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1890	1	26-(S5)	(F2)	Ctn-vegetation,Use strip,P-line SE.
(PC)ASTORIA,CLATSOP CO.	P	3 SW;riv E	9	3	h58-BL4-S1-W	F1	Use rnwys.
Athena, Barrett	L	0.8 NW;RR N, E	1746	1	14		E side of strip blkd on N end,Ruf.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3366	3	h48-BL4-S1-W	F3	
" -Skycourt	P	4.8 NNW;hwy W&W	3350	2	23	F2	Slick when wet, Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD). Holes.
Beaver Marsh,73,RIV-DLS	P	1 SSW;hwy E	4830	1	54-BL4		
Beaverton, Bernard	P	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Big Lake	L	18 W NW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE,Soft,unusable when wet,Cattle on fld,Holes.
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE,Cattle-fld,Ctn-ruf.
(PC)Burns	P	5.1 E;rd S	4141	2	h51	F2	No storage.
" Davis	L	1.5 SW;hwys SE					ABANDONED.
Camas Valley,Ramona Prk	L	1.4 SW	1100	1	18		P-line E.
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	17		Rgt tfc WSW. Fence W end of strip. Soft when wet.
(PC) Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct. 1.
Chiloquin	L	0.8 W	4188	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	P	1 NE;RR W	2910	2	h18		Use strips,Soft off gravel when wet,SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction		1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		CLOSED Nov-May,SE blkd;ridge NW. Ld to SE;tk-off NW Soft when wet.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	39		NW blkd.
Creswell, B & H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N;hwy E	372	1	19		P-line WSW,Antenna ENE,Use strip.
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	L	3.8 WSW;oceanW	214	1	h51		
Elgin		0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet,Ruf.
Eugene	P	1.6 SW	420	1	h23-S5	F2	
(P) " MAHLON SWEET	P	8 NW;hwy E	365	3	h52-BL4,5-W		

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N;hwy E	1050	1	27-S3	F3	Lnd to N;tk-off to S,P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds,ruf,rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE,Hill SSW,Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld,Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf, Soft when wet.
Harrisburg	L	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No Storage.
Idaho,Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk,Cattle-fld,Soft-wet, P-line S.
(PC)Joseph	L	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S,SE,Cattle-fld,Soft-wet,400' NW end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4160	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS,Klamath	P	4.9 SSE;RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf,Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS,Soft,unusable-wet.
Lakeside	L	0.3 NW;RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine, Stearns	SEE: Bend,Stearns Arpt under "NEW AIRPORTS"						
Lebanon	P	1.3 SW;rd N,S	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2 NW	2432	4	h88-B*L1-S5	F2	Req elec ear;inop in high winds.
Malin	L	1 SE;RR W	4050	3	30		S,SSE blkd;p-line SSW. Use at own risk
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge,McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE. Lnd from W;tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk,Soft-wet,Ruf, Sheep on fld May-Oct.
(P)MEDFORD	P	3.5 N;RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft,Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton,Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS Use at own risk,SE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends,SW blkd;p-line NE,Ruf.
Myrtle Creek,Tri-City		4 SW;RR N, W					(ABANDONED)
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-S1	F2	Rgt tfc N.
(PC)Newport	P	4 S;hwy W	160	2	h51-*L4-S1	F2	Ctn-elec. fence W edge NE/SW Rnwy and S side S Taxiway, Stock on fld.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
Nyssa		0.5 E					ABANDONED
(P)ONTARIO	P	2.5 W;hwy E	2190	2	h45-BL2,4-S5-W	F3	
Oregon City, Sky Park	L	3 SE;hwy W					ABANDONED.
Pacific City	P	0.2 S	5	1	h18-S5	F1	Subj. to floods winter months.
Paisley	L	1 NNE;hwy W	4500	1	31		Cattle on fld.
(P)PENDLETON	P	2.9 WNW;RR S	1493	3	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft,Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk,Cattle-fld.
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE,SW,Ctn-floods,Ditch side of strip
(AF,NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req.
" R. O. K.	L	8.1 ESE;RR S					ABANDONED.
" Skylife	P	5.8 E;RR N					ABANDONED
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5	F2	Ctn-25' NE/SW strip unusable-rocks
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	524	1	h46-BL4-S5-W	F3	Unlgtd pole SE;hill N;p-line S,Avoid hospital SW.
" Felt	P	3 WNW,riv SE	500	1	19-S1	F2	
(N)SALEM, McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34. these acft use rct nat when tfc S, left pat when N.
Scappoose,Columbia County	L	1.1 NE;RR,hwy W	55	1	h40-(S1)	(F3)	Svcg fuel by prior req w-k-days.
Seneca	L	0.7 N;riv SW	4660	2	15		INACTIVE, Ruf, Soft-wet, Hill SSE.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
Springfield	P	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet. Use center of strip.
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.

F-fuel octane, ← New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Sutherlin-Valley	P	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag Soft off gravel when wet.
← Sweet Home, Langmack	P	2 E;RR,hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE;riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E;hwy N	55	1	21		Lnd at own risk, Rgt tfc W NW, Brush ESE.
(N) " -Coastway #2	L	3 SE;riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam, Toketee USFS Lake	L	14 WNW Diamond	3300	1	24		Rolling
Troutdale	P	1 NW;riv E	36	1	h48-BL2-S5	F3	
Ukiah	L	1 NW;hwy W	3400	2	16		
Vale Strip	L	1.5 SSW;river E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Fldt.	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Fldt Strip	L	1.4S;RR NE	3200	1	23		weeds.
Wasco	L	0.4 E;RR SW	1420	1	22		Lnd E, tk-off W-grade Dangerous ruf,
Woodburn	L	2.8 WNW;RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S;RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet, Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Brookings, Crissey State Line	L	5 SE;Ocean W	16	1	18		
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N, Soft when wet.
← Bend, Stearns	L	15.8 SSW	4170	1	33		Rgt tfc N, S, Ctn-tall grass.
PENNSYLVANIA							
(P)ALLENTOWN-Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL2,3,4-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
← Altoona, Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5	F3	
← Ambler, Wings	P	2.8 WSW	320	3	h26-L4-S5-U	F3	
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F1	Hill N.
← Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
← Beaver Falls, Patterson Hgts	P	1.5 S;riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd;p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Bellefonte, Spring Township		4.3 ESE;hwy S					ABANDONED.
← Berwick	L	2.2 ENE	620	2	21		E blkd;p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
← Bethel, Grimes	C	1.7 ENE;hwy S	582	1	30-S3-U	F1	
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE,
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-BL2,3-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-(S3)	(F1)	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4-S3	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4	F3	
Brookville, 45A, CHI-LGA	P	2 WSW;RR E	1416	1	22-BL2-W		
Butler	P	2.8 WNW;hwy adj	1340	3	27-S5	F3	ESE, WNW blkd;p-line SE, Rgt tfc tk-off W to avoid hospital. Rolling.
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-B*L1-S5-U	F4	
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Canadensis, Barrett	L	1.8 N	1450	2	20-(S1)		Clsd-vegetation, hazardous ruts, NNE, SSE blkd.
Chambersburg		1.2 SE;RR S					(ABANDONED)
← " Sunset	P	3.5 NNE;RR NW	670	3	24-S5	F1	W blkd;p-line NE, E.
Chester, Benedict	P	6.5 W	400	2	20-*L4-S3	F1	
← " Buckman	L	2.3 WSW;riv SE					ABANDONED.
Clarion, Cramer		1 ENE;riv N					(ABANDONED)
← Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd;p-line NE, Rgt tfc E, NE, SE, Ruf.
Clifford, Carbondale-Clifford	P	1 E	1400	3	22-S3	F1	S end W NW/ESE strip unusable. P-line ESE
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft when wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Conneaut Lake	P	1.7 SW;RR 1 S	1250	2	18-S3	F1	SE blkd.
(PC)CONNELLSVILLE	P	5.2 SW;hwy E	1250	3	h34-BL4-S5	F3	
Conway-Pittsburgh	P	0.4 NE;RR W	950	3	19-*L1-S5	F1	
Corry, Port Lawrence	L	1 2S;RR N	1745	3	22-(S1)	(F1)	Closed-winters.
Coudersport, Potato City	L	7.5 ESE;hwy N	2480	2	19		INACTIVE.
← Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Culmerville	P	0.7 NNW	1220	2	18-*L1-S3	F2	SSE blkd.
← Danville	P	2.2 SW;riv N	480	3	22-S5	F1	Hills SE, SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	19-S3	F1	SW blkd. discretion.
← DuBois	L	1.7 ESE;RR NE	1575	3	29	(F1)	Atnd wk-ends and on call, Use at own
Duncansville, Altoona-Duncansville		1 SW;hwy N					ABANDONED.
(PC)Eagles Mere	L	1.9 SW;lk SW	1908	1	22		
← Easton	P	3.8 NNW;hwy E	380	4	22-*L4-S5-U	F3	P-lines NNE, SE.
" Bethlehem-Easton	P	4.7 SW;hwy N	380	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7 SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8 NW;hwy W	100	2	21-S5	F1	NE, WSW blkd. Mrkd terrace WS W end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
← Emmaus	L	1.3 W	435	3	18-S3	F1	E, NNE blkd.
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns, p-lines, tank surd fld.
Erie-County	P	11.6 SW;hwy N	805	3	27-S5-U	F2	ENE, S, SE, NW blkd.
(P) " PORT ERIE	P	6 WSW;hwy SW	732	3	h46-BL4,5,6-S5-W	F4	N, S blkd;p-lines E, NE.
← Finleyville	P	0.7 SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8 SW;hwy N, E	1540	2	h37-*L4-W-U	F1	
← Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S5	F3	Apch from E poor, Acft maj rprs only.
← Galeton, Cherry Springs	P	10 SW	2330	1	32-(S5)	(F1)	(EMERG USE ONLY). Trees surd fld.
← Gettysburg	P	2.8 NW;twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	18-S1	F1	Mtn S, SE. Rgt tfc strip 31.
← Granville, Cargill	P	1.5 SW;riv SW	490	1	21-S1	F1	
← Greensburg	P	2.3 SE;lk E					ABANDONED.
← Hallstead	L	1 SSE;crk W	880	1	20		
← Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
← (P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	P-line ESE; hill SSW.
← " Skyport	P	5 W;crk N	420	3	22-S5	F1	
Hawley, Mtn Bay	L	7.3 SSW	1460	2	22-*L1-(S1)	(F1)	Atnd wk-ends only. Hill SSE.
← Hazelton-Reifenberg	L	5.8 NNW	1146	3	20		
Hershey	P	1.1 NNW	415	1	21-S5-U	F3	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon		1 S;RR N					(ABANDONED).
(PC)Indiana	L	3 ENE	1407	2	32		
Irwin	P	0.5 W				F1	ABANDONED.
Jeannette		4 NW					(ABANDONED).
← Jersey Shore	P	2.2 E;riv N	540	2	28-S1	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-B*L4-S5-U	F3	
Karthus, Pine Glen	L	4.3 SE;hwy SW	1560	3	23		N, S, SW blkd
Kearsarge, Erie City		0.5 W;hwy E					ABANDONED
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster		1.5 NNW;RR SW					(ABANDONED).
" Garden Spot	P	5 W;hwy N	420	3	25-S5	F1	W, WSW blkd.
(PC) " MUNICIPAL	P	5.5 N;hwy W	401	2	h41-BL4-S5	F4	Ctn-sinkholes. Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe	P	2.4 SSW;hwy N	1144	2	h22-S3	F1	
Leechburg	P	1.6 SE	960	2	20-*L1-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 W NW	480	1	32-S3	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
" Krouts	P	6 NE;twrs N	660	1	22	F1	
← Linesville, Merry's Pymatuning	L	1.5 NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4-S5-W-U	F3	Mtn N, S.
Marchand, Braebreeze	L	0.3 N;hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry		5.2 W					(ABANDONED)
← MARTINSBURG, Blair County	P	0.9 SE;RR W	1493	2	h43-BL2-S5-W	F3	Use rnwys.
← Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S3	F1	3200' strip avail. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4 W;hwy S	1400	2	h32		SE blkd (Rgt tfc rnwys 5, 27, 20.
Mercer		4.8 NNE;RR W					(ABANDONED)
← Milton	P	0.8 S;RR,hwy W	450	3	25-S3	F1	NW, SW blkd.
Monongahela, N.B.C.	P	5 E;hwy N	1240	2	17-S3	F1	SW blkd.
← Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No.head, P-lines SSW. Soft-wet.
Morrisville	P	1.6 W	100	2	21-S5	F1	E, SE blkd
Mount Jewett	P	0.8 ESE;hwy N	2240	3	19-(S1)	(F1)	Closed-winters.
← Mount Joy, Donegal	P	4 WSW	440	2	22-S3-U	F1	SW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Mount Pleasant-Scottdale	P	2.8 S	1160	2	21-L2-S3	F1	Gulley NW, Rolling.
Mount Pocono	P	1.5 NW;RR W	1925	2	h26-B*L4-S3	F3	3200' Strip avail, Atnd irregularly Wints.
Mount Union	P	4 S;hwy E	560	3	28-S3	F1	Mtn W, Soft-wet, Ctn-ditch, Use strips.
Muncy, Skyview Acres		1.4 NE					(ABANDONED)
Murdockville, Sunnyhill	L	1.7 SSE					ABANDONED.
New Alexandria		1.5 ENE;hwy N					(ABANDONED)
New Bloomfield	P	1.3 SSE;hwy NE	760	2	23-S3-U	F1	
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F3	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3 E;RR NW	460	2	21-S3	F1	
New Kingston, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
Norristown, Patco		3 SE;lk ESE					(ABANDONED).
" Valley Forge	P	4 WNW;riv 1 S	260	1	23-S5	F3	E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1 NNW;hwy E	1560	2	h22-S3	F1	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14-(S1)	(F1)	
Oxford	P	3.5 SSW;hwy W	520	2	21-S3	F1	SSW, W NW blkd.
Paoli, Main Line		2.8 WNW;hwy S					(ABANDONED)
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys. Rnwy 12-30 per in clsd, 2-way rdo rqrd.
(NG) " -INTERNATIONAL	P	6.5 SW;riv S SW	10	3	h73-BL467-S5-W	F4	Rnwy 27 designated calm wind Rnwy.
Philipsburg, 51A, CHI-LGA	P	7 E;hwy N	1933	2	50-BL2-W	F3	3000' paved.
" ALBERT	P	5.5 NNW;hwy N	1750	3	36-BL4-(S3)	(F3)	NE blkd
Phoenixville	L	2.5 NNE	320				Closed.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
(PC) PITTSBURGH, Allegheny Co	P	5.3 S	1252	3	h55-RL23,5-S5	F3	Rdo rcvr req, Rgt tfc ldg Rnwys 27,30.
(AF) 'GREATER PITTSBURGH	P	14.3 WNW	1168	3	h80-BL4,5,6	F4	FEE. Exten jet flying.
" East Pittsburgh	P	10 ESE;lk N	1150	2	21-S5	F1	
" Mayer	P	10 WSW	900	2	14-S1	F1	E blkd, Rgt tfc to W, SW.
" Pitt-Wilkins		8 E;RR 1.5 S					(ABANDONED)
Portland, Price	L	1 SE;riv E	300	1	19		P-line SE. Soft-wet.
(PC) Pottstown	P	4.5 E;riv 2 SW	311	3	26-S5-U	F1	E, NW blkd p-line, TV aerial NE; bldgs SE.
" Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28-S1	F3	Mtns NE, SW.
Prospectville, Turner	P	1 NW	375	3	23-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S3	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-*L1-S3	F1	W blkd. Rgt tfc S, W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360				CLOSED-CONSTRUCTION.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19-S1	F1	
Reedsville, Mifflin County	P	2.7 N;hwy W	830	2	29-*L4-S5	F3	
Ridgway, Green's	P	4 NW;hwy 1 E	1720	2	21*L1-S1	F1	
Rochester, Conway Pittsburgh	SEE: Conway-Pittsburgh Arpt, under "NEW AIRPORTS"						
Rushland, Evoy	L	1 WNW	210	2	18		Soft when wet
(PC) St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5	F2	
Salix	L	0.6 S;RR NW	2200	3	29-*L1-S5	F3	W blkd.
Sayre, Blue Swan	P	2.7 WNW;riv E	800	1	27-S5	F1	2000' overrun on W end. Rgt tfc W.
" Chemung Valley	SEE: Athens, Chemung Valley Arpt, under "NEW AIRPORTS"						
Scranton	P	7.2 WNW;RR 3 NE	1179	2	h24-B*L2-S5-U	F3	
Seneca	P	0.9 SW;hwy E	1490	2	24		Closed wint
Shamokin	P	3.5 N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-S1	F3	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC) Somerset-County	P	4 NE;rd N	2274	2	37-S5	F1	
State College	P	2 SW	1200	3	42-S3	F3	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S5	F1	
(PC) Sunbury	P	2 NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2 W;RR W	1125	2	24-(S5)	(F1)	Unattended, No svcg Fri.
Titusville	P	3.7 WSW	1600	2	23-S5	F1	
(PC) Towanda	P	1.5 SSE	700	2	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F1	
Tunkhannock, Skyhaven	P	0.8 S;riv N, E	639	2	20-S1	F3	Mtn S, NE/SW Strip not maintd.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
Union City	L	2.4 W;RR N	1250	2	22		CLOSED. E blkd.
Utahville	P	0.8 NW;RR S	1800	1	23-S3	F2	
Vandergrift	P	2 WNW	1000	2	23-S5	F1	E blkd, P-line NW.
Warren	L	2 WSW;riv S	1100	2	h22-(S1)	(F1)	Mtn NE, SW.
Washington	P	3.2 SW	1240	3	21-*L1-S5-U	F1	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5	F2	Hill NE, SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	P-line SE.
West Chester	P	2.5 NE	470	2	26-S5-U	F3	S side of W apch blkd, P-line E.
West Middlesex	P	2.8 W;hwy N	1090	2	27-S3	F1	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4-W	F4	Rgt tfc on mrkd rnwys, Equip, on fld.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Caution - dikes E, S, P-line N.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc SW.
Williamsburg	L	1.8 W	1140	2	29		CLOSED. W end ESE/WNW ruf, NE blkd; p-line W NW.
(P)WILLIAMSPORT	P	5.1 E;RR N	528	4	h43-BL4-S5-W	F4	NW blkd; p-line WNW.
York	P	1.8 NW	390	1	32-S5-U	F3	E blkd.
" Whitehall		3 ENE;RR N					(ABANDONED).
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-S3	F2	P-line SW; hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	P	3 NNE;riv W	500	2	22-S1	F1	Use strips.
Athens, Chemung Valley	L	1.8 NNW;RR N	850	2	27		CLOSED. E blkd.
(PC) Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	Soft-wet. SW 600' NE/SW strip ruf.
Beaver Falls-Beaver County	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	N blkd; p-line E.
RHODE ISLAND							
Berkeley	P	0.4 WNW;riv W	75	1	21-S5	F2	S blkd, Ruf.
Block Island-State	P	1 WSW;rd W	105	1	h20-BL4		Lgts by elec ear.
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf, Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Middletown, Newport	P	1 SSE	160	2	32-S5	F3	2330 paved rnwy avail, P-lines ESE, NNE.
(NG) PROVIDENCE, Green	P	7.3 S;hwy W	56	4	h55-BL4, 6-S5-W	F4	Rdo rcvr rqrd days, 2-way rdo rqrd nghts. Use rnwys.
Smithfield	P	0.5 ESE;RR W	400	1	18-S5	F2	NNW blkd.
" NO. CENTRAL STATE	P	3.1 E	429	1	h50-BL6-S1-W-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW, Use strip, Ruf.
(PC) Aiken	P	6.8 N;hwy E	530	3	h50-B*L4-S3	F1	No storage.
Allendale, Williams	L	1.5 NE	180	3	31		INACTIVE.
(P)ANDERSON	P	3.2 WSW;hwys N,S	783	2	h50-BL4-S5-W	F3	Equip on fld 0800-1700 daily xcpt Sat, Sun.
Andrews, Overton	L	2 SW	34	3	32-(S2)	(F3)	Ctn-ditches, P-line N. Use rnwys
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L4-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE;hwy W	537	2	21-*L4	(F1)	
(N)Beaufort-County	P	4 NW	38	4	h60-BL4-S5	F3	
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;bet RR, hwy	190	3	32-BL4-S5	F4	Ctn-bad apchs SE blkd.
" Truluck	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W Strip, hazardous.
Bishopville		5.5 W;RR N					CLOSED
Calhoun Falls, Bentley	C	3.4 ENE;hwy S	500	2	21		
(PC) Camden, Woodward	P	2.9 NE;RR W	300	2	h30-*L-S5	F3	
(AF,N) CHARLESTON AFB	P	9.8 NW;hwy NE	45	3	h70-BL4-6-S5-W	F4	Open to civ acft, 2-way rdo rqrd, Rgt tfc
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd. S Rnwy 15 & SW Rnwy 21.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S3	F1	No storage. Use rnwys.
Cheraw	L	4.2 WNW;hwy S	225	2	22		(ABANDONED).
(PC) Chester	L	6 N;hwy W	709	3	h50-*L1		WSW blkd. Erosion edges of strip. Ctn-rut

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	L	2.4 ENE;hwy NW	900	2	20	(F1)	E side N end of N/S strip eroded. Soft-wet. Use strips.
(P)COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL2,4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE;RR SW	203	2	h36-*L2,3-S5	F3	Rgt tfc SE,NE. Obstns sur fld. Use rnwys.
(PC)Crescent Beach,Ocean Drive	L	1.3 WNW;hwy SE	33	1	h60		
(PC)Darlington-Co. Flgt Strip	P	10 N;bet hwys	190	3	h50	(F1)	
Dillon, Lee		3 NNE;RR E					(ABANDONED).
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	110	1	24-S1	F1	P-line SSW.
(P)FLORENCE	P	3 ESE;bet RR,hwy	146	3	h60-BL4-S1-W	F4	Trucks on fld intermittently days.
(PC)Georgetown County	P	4 S;hwy NW	39	3	h50-BL4-S3	F3	1 rnwys 18,27,23.
(P)GREENVILLE	P	3.2 E	1049	4	h54-BL4,6-S5-W	F3	Rnwy 15-33 clsd,Use rnwys, Rgt tfc
" Jones University	L	4.2 NNW					ABANDONED.
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-L4-S3	F1	
Hampton-Varnville	L	1.6 E;RR,hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-(S1)	(F1)	W blkd. Rgt tfc WSW. Ruf.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Joana, Crawford		1 SE Goldville	600				(ABANDONED)
Kershaw	L	4 S;hwy,RR W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed,Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N,NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3 S	72	3	34-BL2		E,ESE blkd.Ctn-low spot.
(PC)Laurens	L	2.3 E;hwy S	700	2	26-*L1-S5	F1	SW blkd.
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(P)MYRTLE BEACH	P	3 WSW;hwy N	24	2	h50-BL4-S1-W	F1	Equip on fld intermit.Rnwys usable-ctn.
Newberry	P	2.3 NNW;RR NE	565	2	22-S5	F1	P-line E. Use strips. Ruf.
Nichols	P	0.5 SSE;riv S	70	2	20-S5	F1	WNW/ESE strip soft.
Orangeburg	P	2.3 S	190	2	25-S5	F1	P-line E. Rgt tfc E,S.
Ridgeland	P	1.3 NW;hwy E	75	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	P	2.7 SW;lk S	630	3	28	F1	ESE blkd. Soft-wet.
(P)SPARTANBURG Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	Weather reports avail 0600-2200.
Summerton, Grayson	L	0.7 ENE;hwys SE	138	1	13		
Sumter	P	2 WNW;lk S	180	aw	32-S5	F1	P-line ESE.
Timmonsville, Huggins	P	1 ENE;hwy N	149	1	21-S5	F3	E/W Strip perm clsd. Ctn indg-cross winds.
Trenton	P	1.2 E	600	2	22-S1	F1	
(PC)Walterboro	P	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH DAKOTA							
(P)ABERDEEN(Saunders)	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
Britton	P	2 N;RR W	1350	3	25-BL4	F2	Use strips.
(PC)BROOKINGS	P	1.2 SW;RR N	1637	3	h10-BL1-S5-W	F1	Soft when wet.
Buffalo, Harding County	L	0.5 E;riv S	2890	3	30-B		Use strips.
Canton	L	1.8 E;hwy N	1250	2	21		Lgt acft only. Hills SE. Rolling. ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Dupree, Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N, E	1659	2	26-L4-(S1)	(F1)	P-line N,SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge, 2 NNW.
Faith	L	0.4 N	2572	1	25-B		Use strip.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S;hwy N, E	1680	2	26-*L1		N,NE,NW blkd. Use strips.
Frederick, Niva	L	0.8 SE	1390	1	20		Ruf. Soft when wet. Use strip.
Gettysburg	L	1.5 S	2082	3	26		Ctn-not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F1	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
Highmore	L	1.4 N;rd E	1850	2	27		P-line E. Ruf. Use strips.
HOT SPRINGS	P	6.2 SE;hwy S,W	3148	2	h45-B L4-S3-W	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
Lemmon	P	3 SE;hwy N	2518	3	26-B*L1-S3	F1	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-*L4-S1	F1	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
Martin, Bennett County	L	4.4 SSE;riv N	3325	3	25		N, NE, E, NW blkd. Use strips. Ctn-ruf.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC)MITCHELL	P	4.3N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1621	4	31-B-S5	F1	NE blkd;p-lines E, SE.
Murdo	L	1 WSW;hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-(S1)	(F1)	N, SE blkd.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-S5-U	F3	Rgt tfc S. P-line SE. Use strips.
Onida	L	2 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	L	1 NE;hwy S, E	1340	2	25	(F1)	
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S5	F1	Lgt acft only. Soft when wet.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P)PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S1-W	F4	Use rnwys.
Platte	L	1.2NE;hwy W	1618	4	28	(F1)	E, S, SE blkd; p-lines N, NE, N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26	(F1)	E,N,NE,NW blkd;p-line S,Ruf. Use strips. Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W-U	F4	Use strips. rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG)SIOUX FALLS	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
Sisseton	P	2.9 ENE	1170	3	30-B*L4-S3	F1	Open April thru December. Use strips.
(PC)SPEARFISH, Black Hills	P	4 E	3929	4	51-B*L1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
Sturgis	L	1 SSW;RR E	3400	1	23		Use strip. Lgt acft only.
Timber Lake	L	1 SSW; rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	Use mowed strip, E blkd.
Wagner	P	1.3 S, RR N	1464	3	32-B-S5	F2	Use strips.
Wall	P	0.5 NW; RR S	2800	3	23	(F1)	Ruf
(P)WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S;hwy W	1848	2	28-B	F2	
Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
TENNESSEE							
Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	
(P)CHATTANOOGA, Lovell	P	5.5 E;RR E	682	2	h62-BL4,6-S5-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)Clarksville, Outlaw	P	7.4NNW;RR W	544	2	h41-S5	F3	
Cleveland	L	6NNE;hwy E	865	1	22-(S1)	(F1)	
" Waterlevel	P	3 ESE;hwy N	908	1	20	F1	S blkd;p-line N. Rolling, eroded, hazardous.
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
(PC)Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-*L4-S5	F1	P-line W.
Cooperhill-Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5 E;hwy S	1028	1	23		INACTIVE
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S3	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S5-W	F1	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd of E strip. Ctn-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Elizabethton, Carden	L	2.5 SW					ABANDONED.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn. Tennessee Valley Authority		1.8 NW;rd adj E	470	-			ABANDONED.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	26-(S3)	(F1)	
(P)Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU	P	2 N;hwy SE	550	3	43-BL2		P-lines surrounding fld.
(P)Jackson, McKellar	P	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F2	Use rnwys.
Johnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville. E. Tennessee Sky Ranch	L	6 SSW;RR,hwy E	822	1	21		Rolling. Ruf, tall weeds.
" Island	P	2.5 E	832	1	37-S5	F3	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12 SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd-ngts, rcvr days. Use rnwys.
Lawrenceburg, Fleeman	P	3.5 E;hwy E	890	1	19-(S1)	(F3)	SW blkd. NW end ruf.
Lebanon	P	1.8 SW;hwy S	580	3	26-*L4-S5	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E; RR W	516	2	20-*L4-S5	F1	
(PC)Martin, Gill-Dove	P	2.7 S;hwy E	425	2	36-S1	F1	N blkd.
Maynardville, Lakeview	L	6.3 N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8 WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9 SSE;RR 2 NE	269	4	h89-BL4,6-S5-W	F4	2-way rdo rqrd. Clsd acft over 100,000 lbs gross wt. W blkd;p-line SSW. Use rnwys. Rnwy 14-32 clsd nights.
" Martin	P	6 ENE	258	2	24-S5	F3	P-line S. Rgt tfc E S.
"-Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	320	3	27-*L4-S5	F3	
Milan	P	3 NNE;canal N	378	2	26-S5	F3	
Morristown, Murrell	P	4.8 SW;hwy NW	1295	1	34-*L4-S1-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
Murfreesboro	P	2N;hwy W	615	1	27-S5	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	(h70)-BL4&7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	3	30-S5-U	F1	SSE blkd. Rgt tfc N. NW. NE. Subj to floods.
Oak Ridge	L	5.5 W; RR S	788	1	28-(S8)	(F1)	Atnd week-ends only. Rgt tfc NW.
(PC)Paris, Henry County	P	4.3 NW;hwy N	571	2	h25-*L4-(S5)	(F1)	
(PC)Pulaski, Abernathy	L	3.6 SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F1	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED
(AF)Tullahoma, Northern	P	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h31-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	L	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Lawrenceburg, Robinson	L	4 NNE	925	2	17-S1		P-line NW.
TEXAS							
Abbott, Stanphill	L	1 S;hwy W	600	1	25		Cattle-fld. Each end ruf. Use strip.
(AF)ABILENE-Army		Airport Now Air Force Installation.					
(P) " Municipal	P	2.8 ESE;RR N	1757	4	h37		Closed.
(P) " New Abilene	P	3.5 SE;hwy N.	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;RR, hwy N	1750	3	30-S5	F1	P-line N. Use strips.
Addicks, C-R-C	L	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	P	17 WSW	4100	4	19		Rolling, ruf. Use strips. Windmill N. Cattle on field.
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	P	1 N;hwy E	1429	1	h32-(S1)	(F1)	Hills N, W.
(P)ALICE	P	3.3 ESE;hwy NW	178	3	h47-BL4-S3-W	F3	Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E,W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	P	2.1 NW;RR E	4500	4	42-*L4-S5	F3	P-lines NNE, ENE. Surd by mountains.
Alvin	P	2 NW;hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	3	h60-BL4, 5-S5-W	F4	Use rnwys.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5	F3	Rgt tfc strip 35. NE/SW Strip clsd. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	20	2	24-*L4-S1	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28		Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	18		
Arlington, Lucas	P	3 SW;hwy 2 N	611	3	25-S5	F1	N,S blkd;p-line W,NW. Ctn-wet N/S (W)
" Pulley	P	0.6 N;RR S					ABANDONED. Strip closed.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		Use rnwys & taxiways.
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld. pole apch end Rnwy 16R.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees.
Austwell, Heard	L	0.5 SSW;RR E, NE	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield	L	1.5 NW;hwy S	2475	2	22		Use strips.
" Ligon Ranch	L	8.7 SSW	3400	2	19		Ruf. Sheep on field.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW Strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23-L4-S5	F1	Caution - weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47	(F1)	E/W, NE/SW Strips used only case of strong winds.
Bandera, Flying L Ranch	P	1.7 SE;riv N	1264	2	h26-S5	F3	NW blkd; p-line ENE
" Mayan Ranch	L	0.7 W;riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE;lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW.
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E;hwy NW	39	2	25		Right traffic.
Baytown, Tri-Cities	L	3.7 NE;RR E	25	2	23		P-line SE. Cattle on field.
Beaumont	P	6.8 W;hwy S	31	3	34-S5	F1	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy NE	15	3	h51-BL4-S5-W	F4	HAZARDOUS. Use rnwys.
" Mitchell	L	7 W;RR S	31	1	25	91	P-line S. Rgt tfc S take-offs.
Beeville, Travland	P	2 NW;RR E	225	3	27-S5	F2	P-line NE,SSE. Cattle-fld-ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	Use strips. Cattle on fld.
Big Lake	L	0.6 NW;hwy S	2700	3	33		P-lines SE, SW. Use strips.
Big Spring, Hamilton	P	1.5 N;hwy S, W	2517	4	32-*L4-S5	F1	P-line N. Use strips. Caution-jet planes
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N;hwy E	616	1	h30		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
Borger, Clearview	L	4.8 WSW;hwy N	3200	3	26		Theatre NE. Soft when wet.
(PC) " HUTCHINSON CO.	P	2 N;hwy S	3052	3	h41-BL4-S5	F3	
Bowie		2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	P	2.4 SW;hwy N	1105	3	53-*L3-S1-W	91	
" Frerick Ranch	L	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC)Brady, Curtis	P	3 N;hwy SE	1830	4	42-BL2-S3	F1	Use strips.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd;p-line SSW. Soft when wet. Cattle on field.
(PC)Breckenridge, Stephans Co.	P	2.5 S;hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S;RR, hwy W	460	1	21		Cattle on field.
(PC)Brenham	L	1 ESE;RR NNE	342	3	32-*L4-(S5)	(F2)	
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield, Triangle	P	1.8 SSW;RR NW	3350	3	28-*L4-S5	F1	P-lines E, NNW. Use strips.
(P)BROWNSVILLE, Rio Grande Valley International	P	4.5 E;hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys.
" Mauldin	P	4.4 NNW;RR W	22	3	35-S5	F3	P-lines NE, E, SW, W. Soft when wet. Use strips. Cattle on fld.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1500	2	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE;hwy N	360	3	27-B-S5	F1	Use strips.
" Diamond W Ranch	L	8.5 SW;riv W	320	2	30		Cattle on field. Use strips. Ruf.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on field.
" Timberlake	L	3 S	360	2	28		S blkd;p-line SSE.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet	L	1 NE;RR W	1325	2	17		P-line N. Only half of each strip usable due fence.
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	P	1.5 SW;hwy E	2300	3	32-S1	F1	Use strips. Ruf.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College		1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on field. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
→ Carrizo Spgs, Dimmitt Co.	L	2.8 E;hwy N	612	1	h36	(F1)	
← Carthage	L	1.3 W;hwy N	310	2	23		W blkd;p-line NE. 85' ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	L	10.7 SE;rd S	2092	2	37		
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	L	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW. Cattle on field.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	P	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
← Cisco	P	2.5 NNW;hwy E	1620	4	30-S3	F1	P-line N;hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3400	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3400	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch		11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3400	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3400	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-BL4-S1	F1	Use rnwy. P-line NNW.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S5-W	F3	
Colorado City	L	1.5 S; riv NW	2700	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16	F1	S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	25		
Conlen	L	0.5 NE;RR, hwy S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe. Montgomery County, 4. HOU-TUL	P	3.5 NE;hwy W	245	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F3	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL2-5-S5	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-*L4-S5	F1	3200' strip avail. P-lines N, NE.
" "75"	P	1.8 N;hwy E	480	2	h20-S3	F2	P-line N;twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL24-61-W	F1	
Crane-County	P	1 NNW;hwy E	2580	4	36		Use strips.
Crockett	L	3 WSW;hwy S	370	2	23		Cattle on field. Ruf.
Crosbyton, Paudler	L	1.5 E;hwy N	3108	1	h25-(S1)	(F1)	NW blkd. Use rnwy.
Cross Plains, Bryant	L	1.4 N;rd W	1680	1	25		S blkd. Cattle on field.
Crowell, Foard County	L	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
(PC)Crystal City	L	1.8 N;RR W	600	1	19		Ruf
" Municipal	L	1.5 NE	610	1	h35		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only Rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE;lk W	3980	2	39-(S5)	(F1)	NE blkd;p-line SW. Soft-wet. Use strips.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N;rd E	524	2	h24-L4-S5-U	F3	Use rnwys.
" Hi-Way 77	P	10.4 S;hwy E	665	5	40-*L4-S5	F1	S end of W N/S strip blkd. P-lines NE, SE, W. Lgts on request after 0200.
" Park Cities	P	10 NW;RR W	483	3	24-S5	F2	S, SE blkd;p-lines NW.
(P) " LOVE	P	5.7 NNW;hwy W	483	2	h62-BL4,7-S5-W	F4	145 and jet fuel avail. Use rnwys. Rnwy (ABANDONED) 17-25 perm. discontd.
" Mustang		6 NNE;hwy NE					
" Redbird	P	7 SSW;hwy SE	642	3	h30-S5-U	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E,S	543	4	28-*L1-S5	F3	h1600' rnwy avail. Ctn-fire break SW.
Decatur	P	1.5N;rd SW	1059	4	28-S5	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SSE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	P	4.3 SSW	3778	1	22		Windmill W.
" Pauley	L	0.5 SSW;hwy E	3710	2	27	(F1)	
Del Rio	L	1.5 W NW;RRS	1025	3	30-*L-S5	F2	N, SE blkd. Rd crosses N/S strip. Rqrt tfc strips 12, 17.
" Horn Ranch	L	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Del Rio, Townsend Ranch	L	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
AF) " VAL VERDE CO.	P	4.5 ENE;RR S	1094	3	h49-*L4-W		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	P	4 WSW	652	4	h41-S3	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2100	2	21		NNE, W blkd. Stock on field.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E;RR S	88	3	25-S1	F1	SE, WSW blkd. p-line W.
Dripping Springs Shields Ranch	L	7.5 NE	1100	2	22		Cattle on field.
Dryden, 29, ELP-BRO	P	5.7 W;hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field.
(PC)Dumas	L	0.7 SSE;hwy W	3649	4	38		P-line N, W.
Eagle Lake	L	0.5 NE	210	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E;hwy N	774	3	30-S5-W	F1	WNW blkd, p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9 E;hwy S	865	2	h35		INACTIVE. Cattle on field.
Edcouch, Walker	L	0.6 NE	70	1	31-S5	F1	
Edinburg	P	2.8 W;hwy N	90	3	31-S5	F3	ESE, WNW blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	P-lines E, W. No storage.
(PC) " Moore	AF	Airport now Air Force Installation.					
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F1	No storage. P-lines NNE, SE, SSW.
Eldorado	L	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
" Cage Ranch	L	6 SE;lks S	800	1	50		
(P)EL PASO-International	P	4.8 ENE	3936	4	h70-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys.
Ennis	L	1.5 NW;RR E	546	1	29		
Esperanza	L	2 SE;rd W	3475	2	19		
" McCoy	L	0.5 NE;riv 1S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough, ESE blkd.
Falcon, Utah	L	3.95;riv W	230	1	37		P-line S.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h18-BL4-S1	F1	
Floydada	P	1.2 NNW;RR W	3287	4	27-S1	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft when wet. Ruf, rolling. Use strips.
Ft McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		NE, SE, SW, NW blkd. Cattle on field. Caution-holes.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-*L4-S5-W	F1	Lgts on req after 2100.
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwy SW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	L	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N, S blkd.
Ft. Worth, Conn	L	8 NE;hwy NW	600	1	19		
" CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW Rnwy clsd. Use rnwys.
" Hicks	L	12.5 NNW;hwy W	820	1	30		Caution-holes. Cattle on field.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	P	5.3 ESE;RR NNE	650	3	24-S5	F1	Use N/S Strip. S blkd;p-lines E, SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR, hwy W	655	2	25-(S5)	(F1)	Rqrt tfc strip 35. Cattle on field.
" Russell	P	7 SSE;hwy NW	680	4	31-*L-S5	F3	
← Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rqrt tfc strips 12, 18.
" T. C. U.	L	6.6 SW;RR SE	710	1	30-L-S5	F1	P-line S.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	L	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-*L1-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Temco-Garland	L	2.2 WSW;RR N	613	1	47		N, S blkd. Use strips.
" Varo	L	1.2 NW	615	1	22		
← Garwood	P	1 SW;hwy E	125	1	22-S1	F1	
Genoa	P	1 NE;RR, hwy S	46	3	17-L4-S5	F2	Rqrt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	789	3	h41-*L4-S3	F2	ENE/WSW Strip closed-ruf.
← Giddings	P	0.8 S;RR W	480	3	27-B*L-S1	F3	Rolling, Ctn-high weeds, grass
Gladewater	L	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	L	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite	P	2.6 SW;hwy NW	1500	2	35	F1	P-line W.
Gorman	L	1 S;rd N	1400	3	22		P-lines NNE, NNW. Soft
Graham	L	2 ENE;hwy N	1120	4	40	F1	P-line NW, NW; hill N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4		
Grapevine, Price	L	3.7 WSW; hwy NW	506	1	16		NNE blkd.
(P) Greenville, Majors	P	6 SSE; RR NE	544	4	h55-B-S5	F1	Ruf. Use rnwys. No storage.
Greggton, Skyranger	L	1.4 SW; RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3400	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.6 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	L	2.3 SSW; hwy E	1250	4	28		Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Harlingen Old Municipal	P	1.8 SSW	46	2	18	F1	
Helotes, Jaycox	L	2 W	1000	1	20		
(PC) Henderson, Rusk County	P	3 WSW; rd N	440	2	h30-B*L4-S5	F3	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
(P) Hondo	L	2.1 W; RR S	929	5	h61-*L4		AF primary contract school
" Holloway Farm	L	5 S; hwy E	800	1	14		
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip.
NG) HOUTSON INTERNATIONAL	P	9 SSE; hwy W	50	4	h65-BL4, 7-S5-W	F4	No lndg rnwy 8-26; take-offs to E only. 70' twr, center S edge of fld; unlgtd p-line parallel to and 1000' E of E boundary. Use rnwys & Shoulders-soft.
" Andrau	P	12 WSW; rd W	80	2	h32-BL4-S5-W-U	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h41-S5-U	F1	SSW blkd; p-line E, NW/SE, E/W strips
" Gulf Coast	P	9.5 NNW	88	2	26-*L4-S5-U	F2	500 ft. rdo twr 1 mi W. soft-wet.
" Linda Sue	L	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
" Sky Ranch	L	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	P	2.5 NW; hwy S	366	3	h25-S3,	F2	2900' strip available.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW. SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
Jacksboro, Grace	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	L	4.5 N	1080	2	23		SE blkd. Cattle on field.
Jacksonville	L	3 N; hwy E	709	2	23		Caution-not maintd, weeds. Use strips.
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW, S blkd.
Jasper-County	P	2.9 SW; rd W	222	2	h26-S1	F1	
PC) Jefferson, Cypress River	L	2.8 ESE; RR N	220	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	L	0.5 SW; hwy N, NW	1233	1	16		
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE, E/W Strip not
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW. maintained.
" Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	8.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		C ttle on field.
Kendalia	L	2.5 W	1350	1	21		ttle on field.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	P	0.6 WNW; RR S	4260	4	21		ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	L	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	36 NNW	3850	3	26		
" Nevell Hq Ranch	L	16.3 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.9 E; hwy S	2840	5	h32		P-line SW. WNW/ESE Strip ruf.
PC) Kerrville	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F3	Ditches both sides strips.
Kilgore, Elders	P	2.5 NE; RR E	352	1	26-S3	F1	Pools of water on strip after rains.
Killeen, Reed	L	3.6 SE; RR N	845	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	L	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip available.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-*L1-S5	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	L	6 NW; RR S	1480	3	12		P-line ENE. Road crosses N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
(PC) LaPorte	P	2.5 WNW; rd S	30	3	40-L4-S5	F4	
La Pryor, Pickens-Coffield Ranch	L	16 W; hwy N	728	1	30		
Laredo	P	6.3 N	508	1	h30-(S5)	(F2)	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		
Leaday, Miller	P	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
Leakey, Lewis Ranch	L	6 NNW; rd E	1750	1	21		Cattle on fld. Soft when wet.
Levelland	P	2 S; hwy W	3525	4	30-S1	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36-S1	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	L	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Ctn-wet. Use strip NW/SE strip
Lockhart	L	2.8 S; hwy E	529	2	28		clsd
Lockney		1.3 SSE; hwy N					ABANDONED
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
" Thompson Farm	L	7 WNW; RR N	3350	1	21		P-line S. P-line N. Ruf.
Lolita, Walker	L	1.8 SSW; RR N	38	3	17		Use NNW/SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Fyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	L	6.5 WSW; RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
Longview, East Side	L	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsgn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	P	5 NNE; RR W	3256	3	h65-BL4 6-S5-W	F4	Use rnwys.
Lufkin	L	2 NW; hwy N					ABANDONED.
(P) "ANGELINA COUNTY	P	7.8 SSW; hwy W	290	2	h36-BL4-S1-W	F3	Use rnwy.
(PC) Luling Memorial	P	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
Marathon	P	0.8 SE; RR N	4100	4	37-S5	F1	No storage. Use strips. Cattle on fld.
" Big Bend Guest Ranch	L	34 SSE	2650	1	15	(F1)	
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 WRR hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(P) Marfa	L	4 N; hwy E	4848	2	h53		
(P) " -ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-(S5)-W	F3	Lgts on req after 2230. Rprs on req. Use rnwys.
" Petan Ranch	L	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	L	45 S	3750	2	17		Road crosses NNW end NNW/SSE Strip. Hill ESE. Ruf.
Marlin, Rogers	P	1 S	380	3	28-*L1-S1	F3	Houses NW. Cattle on fld.
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) Marshall, Harrison County	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn & Rnwy lgts until 2300 then on req.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2600	3	17		Use strips.
(PC) Mason-County	L	3.2 ESE; hwy N	1500	3	36		
(PC) McALLEN, Miller	P	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCAMEY, Upton County	P	0.8 SW; RR N	2439	3	h44-B*L3&-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean		1.2 NW; hwy E					ABANDONED
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40-(S1)	(F1)	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	L	1.4 NNE; RR SW	2082	3	38	(F1)	E, SE blkd.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
Mentone	L	0.3 NE	2680	3	15		(EMERG ONLY) NE blkd; p-line S Use strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S3	F3	Use rnwy.
Merizon, Thorpe Ranch	L	3.5 NNE; crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE; rd N, NE, SW	516	2	23-*L1-S1	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
(P) Midland-Arpk	P	3 NNW	2805	3	h64-L4-S5	F4	4000' N/S Rnwy lgtd.
(P) " AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4&5-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31		Cattle-fld. Soft N of pipe line when wet. Ruf.
(P) MINERAL WELLS	P	3.6 ESE; hwy N	964	2	h42-BL4-S5	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	2	25		
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
" Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
(PC) " Tri-Cities	P	1.2 N	219	3	h50-S5	F3	CLOSED
Monahans, Hurd Memorial	M	1.2 SW; RR N	2611	2	h36-*L-S1	F1	Water twr in tfc pat. Use rnwys.

h-paved rnwys. B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail, F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Montell, McCarthy Ranch	L	4 7 E	1600	2	32		ESE, W, NW blkd.
Moran, Manning Plant	L	6.8 E	1340	1	40		Poles N-use W half of strip. Ctn-weeds.
(PC) Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf.
← Mount Pleasant	P	2 SSW; RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC) Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43		P-lines N, W, NW, WSW.
← Munday, Lellar	L	0.7 E; RR N	1483	1	15		N blkd; Muddy when wet.
(PC) NACOGDOCHES, Del Rentzel	P	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail. Weeds on ESE end.
(N, NG) Newark, Eagle Mtn Lake	L	1 SSE; RR N	745	3	h60		OFL BUS ONLY. OLF to Dallas NAS. Use rnwys. Cattle-fld intermittently.
Odessa, Ector County	P	5 NNW; hwy W	2988	4	h43-*L1-S5-U	F3	5300' strip avail.
O'Donnell, Gary	P	4 SW; hwy E	3050	2	13	(F1)	
" Nance Ranch	L	13 ESE; hwy E	3000	2	22		Hangar WNW.
(PC) Olney	L	4 WSW	1274	3	h55		Use rnwys.
Orange, Brown	P	3.6 WSW; hwy SE	20	4	50-*L4-(S1)-U	(F3)	P-line SE. Use strips. FEE.
Orla, Tex-Line	L	13.7 NNW; hwy W	2900	2	31		
Ozona	L	4.9 WSW; hwy N	2474	5	42		P-line NNW.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	P	1 N	2330	2	40		Stock on fld.
" Miller Ranch	L	11.9 SSW; hwy E	2200	3	29		Rolling. Loose rock on N-S, E-W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
' Martin	L	4.4 NE; hwy S	1800	1	18		P-line S. Rolling.
' Triangle Ranch	L	13.7 E; lks N, S	1740	1	h38		Caution-draws.
(P) Palacios	P	2.5 NW	13	3	h50-S5-W	F3	
" Matagordo Club	L	6.5 E Pt. O'Connor	9	5	h43		Cattle on fld.
(PC) Palestine	P	4.5 WNW; hwy N	422	2	h40-B*L2-4-S5	F3	Lgts on req after 2400. Use rnwys.
Paloduro, J. A. Ranch Hqs.	L	2. 2 E	2800	3	24		P-line NW.
PAMPA, Le Fors	P	5.8 NNW; rd E	3235	3	h45-BL3,4	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE; rd SW	1950	2	18		Surd by mtns. Use strips.
Panhandle	P	1.6 SSW; RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW; RR SW	3600	4	29		
← PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
" Legion		1.5 N; RR W					(ABANDONED).
Pearland	P	0.3 S; hwy W	51	2	20-S5	F3	P-lines NE, SW.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	P	2.2 SSW; RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW; RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	P	3 ENE; RR NW	2942	4	30-L2-S5-U	F1	Fld lgts oper 4 hours after sunset. P-lines E, SE.
"Harbaugh	L	22.2 S; riv S	3000	4	41		
"Urban	L	13.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Pharr	P	1.8 S; hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs, McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE; hwy S	4600	2	30		
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC) Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	1.2 ENE; RR S	3350	1	27		E blkd.
(PC) ' HALE COUNTY	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips Elev NE; rdo twr NW.
Pleasanton, Haverlah	L	1 N; riv E	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S5	F3	
(PC) Port Isabel	P	10.5 NW	12	4	h53-S1		Use rnwys.
Portland, Hunt	P	2 WNW; bay S	35	1	15-S5	F1	
Port Lavaca, Tanner	L	3 S; hwy int sxns S	15	3	23		Prior arrangements rqrd for trans use. Rgt tfc strip 35. P-lines W, SSE.
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		
Post, U Lazy S #2	L	4.5 SW	2750	2	20		
' U Lazy S Ranch #1	L	10.7 SSW; riv SW	2500	1	h20-*L4	(F1)	4500' strip avail.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW; lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE; RR W	130	1	23		Use str p.
" 4-G Ranch	L	12 W	280	2	21		
Presidio	L	8 NE; riv S	2580	1	21		Hills E
(PC) Quanah	P	2 SW; hwy 1 E	1602	3	h24-S1	F1	
Quemedo, Townsend Farm	L	4 N; hwy E	800	1	26		SSE blkd.
Ralls, Watkins	L	3 N; hwy E	3200	1	26		E blkd.
← Ranger	P	1.5 SSW; hwy W	1468	4	28-L1-S5	F2	P-lines N, W.
Rankin	L	0.4 NW	2550	2	27		Loose rocks P-line S; hill N. Use strips.
" Kincaid Ranch	L	6.7 WSW; hwy S	2500	2	29		P-lines N, ESE.
Raymondville, Cde	L	3 SE; hwy N	34	1	15		P-lines N, S. Use strip.
' Fox	P	1 WSW; RR S	33	2	26-S3	F2	P-lines W, SE.
' St. John	L	4.3 SW	40	1	30		
← Redford	L	1.5 N; riv SW					ABANDONED.
Red Springs, Arledge Rch	L	2.8 NW; hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-*L1-S3-U	F1	P-line NE, NNW. Use strips.
Rio Grande City	L	1 E; RR S	200	2	20		
' Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE; hwy W	2600	2	26-(S1)	(F1)	P-line SW. Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Robstown	L	1 SW	77	4	h16		Asphalt broken ruf.
Rockdale	L	2.3 SSE; RR W	470	1	h33		Use rnwy.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
← Rosenburg, Lane	P	2.5 SE; hwy W	106	3	24-S5	F1	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2200	2	21		
" Whitefield	L	3 SSE	2000	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	L	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE; hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Drawsa each end of strip. Use strip.
Sabinal, McCullough	L	14.2 NNW; hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6.3 W					ABANDONED
" Wieboldt #2	P	1 N; hwy N	970	1	30-61-W	F1	S blkd.
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2-W		N/S Strip ruf, rolling.
(P) SAN ANGELO, Mathis	P	8 SSW; lk N	1915	4	h59-BL4-S5-W	F3	Use rnwys.
" North Concho		1.7 W NW; riv W S					ABANDONED.
(P) SAN ANTONIO, International	P	7.8 N; RR SE	800	3	h55-BL4,5,6-S5-W	F4	2-way rdo rqrd ngt.
" Benham Hereford Farm		8 NE; RR W					(ABANDONED).
" Bexar County		7.1 SSW; RR NE				F3	ABANDONED
" Davis		6.7 N; hwy S					(ABANDONED).
" Lakefield	P	10 S; lk E, S, N	550	3	27-S5	F3	
(P) " Stinson	P	6.2 SSE; hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NNW.
San Benito	P	1.5 E RR, hwy SW	31	2	26-B-S5-U	F3	P-line S. Use strips.
Sanderson	L	2 W; hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE; rd N	3000	2	15		Use strips. Cattle-fld.
" Bullis Gap	L	24.8 SSW; riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq.	L	36 NNE; rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	13.2 NNW; hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE; rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
← " Thompson	L	2 SE; riv NE					ABANDONED.
Santa Elena Diamond O Rch	L	5.5 SW; hwy E	310	1	32		
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE; hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N; hwy W	350	1	50		
" La Perla	L	11.5 N; hwy E	351	1	20		
Saragosa, Rowe Farm	L	1 SW; hwy E	3150	1	19		
← Seadrift	L	0.8 NW; hwy E					ABANDONED.
Seguin	P	3.3 WSW; riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Seymour		1.3 SE; hwy N					ABANDONED
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Ind uphill-tk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE; hwy W	4400	3	28		Use strips.
(PC) Shamrock	P	1.3 SSE; hwy W	2322	3	26-BL4	(F1)	Rgt tfc Strip 35.
Sherman	P	1.4 SE; hwy N	749	2	h28-BL4-S5	F2	Rgt tfc N, NE.
Shiro, McBride	L	2 NW; RR S	330	2	22		
Sierra Blanca, Steiler Rch	L	5.6 NNE; rd W	4550	2	27		Use strips.
Silver, Lazy X Ranch	L	4 NNW; rd E	2025	4	18		Hill E. Cattle-fld. Soft when wet.
Silverton	L	1.8 ESE; RR W	3200	3	22		P-lines N, NE, S, SW. Cattle on fld.
Sinton #1	P	1.3 E; hwy S	50	3	35-*L-S5	F3	Cattle on fld.
Sinton #2	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3200	1	21		
Slaton	L	2.5 NNE; hwy W	3175	2	19		NW blkd. Use strips.
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	2	20		
← " Winston	P	2.5 SW; hwy N	2427	2	h48-BL4-S3	F3	W, E, SW, NE, SE blkd.
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet. Cattle-fld. Rolling.
" Copeland Ranch	P	15.7 NE	2360	2	31		ESE blkd; p-line S.
" Halbert Ranch	L	4.4 NW; hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW; RR SE	3104	1	28		SW blkd.
" Greever	L	7 E; rd N	3200	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E; rd N	3200	2	20		N blkd; theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE; rd N	1080	2	66		
" Flying X Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Spur	L	2.2 S; RR N	2363	3	27-*L4		
Stamford, Arledge	P	5 SE; hwy W	1603	4	h23-S5-W	F1	Use rnwys, strips. 3900' strip avail.
← Stephenville	P	1.5 E; hwy W, SW	1310	3	30-*L4-S5	F2	Ruf.
Stowell, Jones Park	L	1.2 NNW; hwy E	30	1	13	F1	
Stratford	L	1.8 NE; hwy NW	3700	4	41		E, SE blkd; p-lines NW, NW.
Strawn, Copeland Ranch	L	16 S; hwy E	1400	1	21		Cattle-fld. S blkd. Rd crosses strip. Ruf.
Sudan	L	1 S; hwy E	3778	1	19		Use strip.
Sulphur Springs	P	1.9 NW; RR S	472	3	35-*L2		S blkd. Ruf. Soft when wet.
Sutherland Springs	L	0.7 NNW; RR NE	450	3	20		P-line NE. Soft when wet.
Higgins Grass Farm							
(AF) SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5	F4	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S5	F1	W,NW blkd.
Taylor	P	2.2 WNW;hwy S	520	2	h21-*L1-S3	F1	Use strip,rnwy.
Teague, G & S Sky Ranch	P	1 NRR;hwy SW	506	1	17-*L		
(PC) TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h53-B*L4-S5-W	F4	Rnwy lgts on req after 2000. Use rnwys.
Terlingua	L	2 E;hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE,NW blkd,N/S Strip ruf,short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	L	28.5 ENE	2950	1	14		Strip used as road. Caution-rutted.
" Stillwell	L	47.4 E;riv E	2010	2	14		
(PC) Terrell	P	1.5 SSE;RR W	490	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy, RR S	500	1	23-S3	F1	P-line SSE.
Texarkana	P	6 W;RR;hwy N	340	1	22-S5	F3	No storage. Ruf. Use strip.
Texas City, Gulf Coast	P	2.8 WNW;lk N	7	3	23-S5	F1	N blkd. Cattle on fld. Use strips.
Texon, Parker	L	2.3 W;RR, hwy N	2700	4	32		Ctn-golf practice on E/W strip.Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW;rd W	1450	1	15		Caution-weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S;hwy E	300	2	74		
" Wheeler Ranch	L	2 N;hwy E	300	1	29		
Toyah, Burchard	L	5.4 WNW;rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		P-line N.
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
➔ Tulia	L	15 NNW;hwy W	3500	3	33	(F1)	Cattle-fld,Use strips,Wet during irriga-
" Cowan Farm	L	4.6 SW;hwy E	3500	4	18		ENE,E,SE,S,WSW blkd, tion,P-line E,NE.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S Strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3500	4	26		N blkd;p-line NW.
" Vaughn Farm #2	L	18 SW	3670	4	40		Cattle on fld.
Turkey	P	2.7 SSW; hwy E	2350	2	27	F1	
(P) TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4-S5-W	F4	Use rnwys.
(PC) UVALDE, Garner	P	2.7 E;hwy NW	940	3	h37-*L4-S5-W	F1	Use rnwys.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	20		Cattle on fld.
Vanderpool, Haby Ranch	L	8 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC) Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Caution-not maintd. Use rnwys.
Van Horn, Gifford Hill	L	9 WNW;RR N	4600	1	26		P-line ESE.
" Looney Ranch	L	35 NE;rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	L	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	L	44.5 NNE;mtn SE	3900	3	18		Cattle on fld.
Velasco, Baugh	L	0.8 NW;hwy SW	10	1	23-(S5)	(F1)	P-lines NNW, SSE. Soft when wet.
➔ Vernon, Wilbarger County, 15, AMA-FTW	P	5 N;hwy E	1261	2	h43-BL4-S5	F3	Use rnwys.
Victoria, Ball	L	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S5-W	F4	SSE blkd;p-line WSW. Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd,Cattle-fld,Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld.Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	P	1.5 SSW;hwy E	558	1	19-S3	F1	
Weatherford	P	1 W;hwy N	1147	1	33-*L4	F3	Use strip.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	L	1.6 ESE;hwy W	2010	3	29-B		Ben inop after 2400.N blkd.Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	P	1.7 NE;RR W	70	3	h25-S3	F3	Embank. N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2500	3	25		Cattle on fld. Rolling, ruf.
Whitney	L	1.8 SSW	585	2	20		S blkd. Cattle on fld.
" Laguna Park	L	7.5 SW;dam E	590	1	18		Use strip.
" Lake Edge Harbor	L	3.1 WNW;lk W	590	1	21		P-line N. Loose rocks S end.
➔ Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L-S5	F1	P-lines N,E,S,SW. Use strips.
➔ " Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5	F2	3500' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	5	h70-BL4-S5-W	F4	Rnwys 8-26 and 3200'SE end Rnwy 12-30 perm clsd. 3300' NW end Rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R-35C,35R,20,30, indicated by amber lgt mrkrs. No 91/96 octane avail.
Wimberley, Eagle Rock Rch	P	2.4 NNW	1000	1	h26	F3	Deep gully each end of rnwy.
➔ Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3	F1	Rnwy 17-35 clsd ngts.
Winnsboro, Mulinax	L	1.3 SE	533	1	25		P-line N,Cattle-fld,Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
Woodson	L	1 SW;hwy S	1250	2	15	(F1)	
Yoakum, 7 SAT-HOU	P	5 NW;hwy N					ABANDONED

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		NEW AIRPORTS (or airports out of alphabetical alignment)					
		TEXAS					
Anson,Steen	L	2.5 NE;hwy W	1700	1	20		
Haskell,Paint Creek Plant	L	10.8 ESE;dam SSE	1440	1	18		Use strips.
➔ Houston,H&H Guest Ranch	P	12 mi N	82	1	40		
➔ Harlingen,Elliott	P	5.5 NNW	40	2	22-S5	F3	No sto.P-line W,N.
Dallas-Flyers	L	7 SW	680	2	34-S5	F1	P-line S end N/S Strip.
➔ Harlingen New Mun.	L	3 WNW	43	3	h36	F3	P-line S.
➔ Port Lavaca,Reikert	L	1.5 SW	17	2	18		
➔ Amarillo-Palo Duro	P	4 S	3636	2	25-S5	F1	Fence SW.
➔ Kerrick,Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on field.
		UTAH					
(PC) Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E,S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N;rd W	5368	2	42		
➔ Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail. P-line NNW.
(PC) Brigham City	P	3 NW;RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
➔ Bryce Canyon, 45, LAX-DEN	P	5 N;rd S	7586	2	h74-BL4-S1-W	F3	Strip - ruf.
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P) CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S,W. Use rnwys.
(P) Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F4	Use rnwys.
Dragerton	L	3.7 WSW;RR N	5750	1	41		Soft when wet.
(PC) Duchesne	L	2.2 NNE;riv W	5833	3	51		
Enterprise, 39, LAX-SLC	P	8 NNE;hwy N	5204	1	39-BL2		Ruf. Soft when wet.
(PC) Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
➔ Goulding Trading Post, Mounment Valley	L	0.5 N	5230	2	30		SSW,S blkd.Tk-off N,ind S.Use at own risk
➔ Grantsville	L	0.8 S	4420	1	31-S1	F2	Ruf.Use at own risk.
Hanksville, 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S Strip ruf. N end soft when wet.
(PC) Heber-Valley	L	1.8 SSW;hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	L	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	L	1 NNW;hwy E	6074	1	38		
(PC) Kanab	L	2.6 S;hwy E	4856	2	h53		Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58		Soft when wet.
➔ Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E;RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	L	5 N Manti;RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
Midvale	P	3 WSW;RR S	4500	2	31-S5	F2	Rgt tfc to NNW. P-line SSE. Soft when wet.
(P) Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F1	No storage.
➔ (PC) Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
➔ Mount Pleasant	L	1.9 SSW;RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	L	2.5 NW;RR E	5010	2	h47		Caution-loose gravel.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

↓ F-fuel octane. ➔ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park		4 S;hwy NE					(ABANDONED).
Parowan	L	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S5	F2	
Promontory Point 3,SLC-PDT	P	0.3 NW;RRE, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW;RR E	5277	1	36		Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36		
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6 SE	2887	2	h50-BL24-W		
(PC)Salina-Gunnison	L	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4,5,6-S-W	F4	Rgt tfc E,S, SE
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park		2.3 E					(ABANDONED).
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rwny in turn.
Tooele	L	1.4 WSW;RR W	4983	1	38		
Torrey	L	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	P	1 W NW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adjends of strip, rnwy E/W. Strip ruf.
Vernon	L	1 NNE;RR E	5511	1	32		Ruf. Lnd N fence line, S end of strip fenced.
NEW AIRPORTS (or airports out of alphabetical alignment)							
White Canyon,Hite-Parker	P	1.5 NNE;riv W	3400	1	35	F2	
VERMONT							
(P)BARRE-Montpelier	P	3 W;pond 1.5 SW	1149	2	h40-BL4-S5-W	F3	P-line SSE. Use rnwys, only.
(PC) Bennington	L	2.5 WNW;riv N	813	2	20		Grass areas soft-use gravel rnways.
Bristol	P	0.7 W;riv SE	570	3	21-*L1-S5	F3	ENE,SE blkd;mtns E to S,No lndgs or take-off to ENE.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	3	h80-BL4,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	P	5 S;riv E	1020	1	20-(S1)	F1)	Mtns S.Rgt tfc lndg N.
► Colchester, Champlain	P	6.3 W;RR W	120	2	19-S1	F2	N,W blkd;p-line E.
Fair Haven	L	15 NNW; riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	P	1.5 ESE;RR N, W	700	2	18-S3	F1	Use ENE/WSW strip emerg only.Mtns ENE.
Middlebury	P	4.3 SE;ridge E	490	1	17-*L-S5	F2	Ctn-const.Soft-wet.Use rnwy. WSW.
Newport	P	3 SSW;lk NE	930	2	h40		
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-L4-S3-U	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Windtee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc WNW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC) St. Johnsbury	P	5.2 N;riv E	814	2	20-(S5)	(F3)	Atnd 1300 sat-daylgt hrs suns. N anch between hills. S blkd.
South Shaftsbury, Dailey	P	0.7 NNE;hwy W					ABANDONED.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	25-S5-U	F1	No Storage.
► Thetford, Post Mills	SEE: Post Mills Airport,Vermont under "NEW AIRPORTS".						
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
East Berkshire	L	1 S	410	1	18		
► Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnways, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Alexandria	P	4.5 SSW;hwy E	66	2	h34-S5-W	F1	4800' strip avail,Rgt tfc NE,SE,NE blkd.
" Beacon	P	3 SSW;hwy E	246	2	h23-B*L4-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield		7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	28-*L4-S5	F3	NW, NNW blkd.
Altavista	L	6.1 NE	650	1	20		
Arcola,Glascock	L	1 SW;rd SW,SE	250	2	26		N,NE,S blkd.Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd.Use at own risk.
(PC) Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No opernsSun A.M.
► Bridgewater,Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
► Bristol	P	3.5 ENE;RR NW					ABANDONED.
(PC)Charlottesville,University of Virginia	P	5 ESE;riv E	300	1	35	F3	Ctc INSACS before lndg when wet. Rnwy 11-29 perm clsd.
Chester, Midway	L	2 E	178	1	20		(CLOSED-NOT MAINTAINED).
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	26	F1	1700' x 40' paved strip avail. Use strip.
Crewe, Mount Hall	P	3.5 NE	300	1	16	F1	
Culpeper	L	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends.Ant S apch.Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
► Deltaville, Berryville	L	1 SW;riv S					ABANDONED.
(N)Driver, Monogram	L	2 WSW;riv W					(ABANDONED)
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	P	2 SW;hwy N	350	2	28-S5	F1	E blkd.Soft when wet.
Farmville	P	2.5 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd;p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N,S blkd.
(PC)Franklin	P	2.3 NE;RR,hwy S	37	3	h41-S1	F3	
► Fredericksburg, Shannon	P	3 S	50	2	30-BL2,4-S5-U	F3	P-line SW.
► Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S, Use strips.
Galax	L	6.5 S;hwy E	2575	2	22		INACTIVE.Ctn-wet,P-line E.
Gloucester, Evans	L	1.3 S	70	1	45	F1	
Gordonsville	P	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA	P	5 SSE;hwy S	438	2	32-BL2-W		SSW blkd. Soft-wet.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman		0.9 WNW					(ABANDONED)
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F3	P-line SW.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Ivor	L	0.2 SE;RR W	91	1	27		
Keysville	L	1 E	600	1	20		Contours rolling NW side.Lnd at own risk.
Lawrenceville	L	3.8 ENE;RR N	317	2	24		N blkd.
► Leesburg	P	1 ESE	339	2	33-*L4	F1	
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW;riv W	15	2	33-*L2		Soft when wet.
Lynchburg, Falwell	P	2.6 SE;lk SE	850	1	32-S5	F1	No storage.Caution land E to W.
(P) " PRESTON GLENN	P	6.7 SSW;RR SE	942	3	h40-BL4-S3-W	F3	
► Manassas	P	2.7 NW;rd SW	250	2	21-S5	F1	No sto, P-line WSW.Soft-wet.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd.Rolling-ruf.
Martinsville	L	3.5 SSE;rd W	800	1	17		CLOSED.
" Lester		0.8 NNW;RR N					(ABANDONED).
" Morris		6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E,NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	P	2 W;RR W	975	1	21-S5	F1	
(PC)NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F3	Deer on field.
(P)NORFOLK	P	6 ENE;RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S,SE blkd.
" Glenrock	P	4.5 E	16	2	h17-S5	F3	2100' strip avail. P-line WSW.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	P	3.5 E;RR S	453	2	h26		
Petersburg	P	6.2 WSW;riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S3	F1	Use rnwy. S blkd. Soft when wet.
" Cumberland		8 S;canal 1.5 W					(ABANDONED).
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
► Pulaski,Loving,35A,BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(NG)RICHMOND,Byrd	P	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd.FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central	P	2.5 ENE;hwy NW	172	4	49-S5	F3	NE, NNW, SE, SSE, SW, W blkd. P-line NW.
" Northfield	P	6.5 N;riv NE	197	2	28-*L2	F2	

F-fuel octane, ► New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page), (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	P	4.8 S; RR E	120	3	27-S5	F3	
" Virginia State Police	P	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE, Woodrum	P	4.2 NNW; hwy E	1174	3	h43-BL4-S1-W	F4	
Shenandoah	P	0.5 SW					ABANDONED.
South Boston, Tuck	L	3.1 ENE; RR S	410	2	27		
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S; hwy NW	20	2	25	F1	P-line W. Use strips.
Staunton	P	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	L	4.1 S; rd E NW	440	2	20		CLOSED.
Waverly	L	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta		6 WSW; riv SE					(ABANDONED)
" Valley	P	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W; RR ESE	15	2	21-*L-S5	F1	
(PC)West Point	P	2.3 ESE; hwy N	24	3	h50-*L-S3	F1	
Williamsburg, College	L	3 NNW; RR SW	105	2	31		CLOSED. ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd. Ctn-high weeds
Winchester	P	3.4 SSE; rd E S	700	2	22-S1	F1	
Windsor, Garner	L	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(F)Suffolk	L	3.8 SSW	71	3	h50		
Chase City, Emiles	L	2.5 W	500	1	18		Soft when wet. P-line N.
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE; lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE; hwy S	345	1	h22-*L1, 3-S5-U	F3	Rgt tfc SW.
(P)BELLINGHAM	P	3.8 NW; hwy NE	158	3	h50-BL4, 6-S1-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(PC)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW; hwy S	430	1	25	F1	Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR 12 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW; riv N	174	2	h50-*L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club. P-line hill S W. Tk-off: lndg Rnwy 16.
Cheney, Savage	L	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County Memorial	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E..
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	Rgt tfc E. Hill N. Ctn-ruf.
(PC)Colfax, Whitman County	P	3 SW; hwy NNW	2171	1	24-S3	F2	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	P	1 E	850	1	30-S5	F2	WSW ruf. SW blkd; house NE.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE Strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N,S.
Connell	L	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd. Ruf.
Coulee City	P	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sun.; intermittently wint
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Dallesport, The Dalles	SEE: The Dalles, Oregon						
Darrington	L	0.5 NW; RR E	545	1	28		Permanently Discontinued.
Davenport	L	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW; hwy SW	2221	1	30		Code bcn.
(P)Ellensburg, Bowers	P	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Enumclaw	L	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(AF)Ephrata	P	2 SE; hwy SW	1258	3	h73-BL4-(S5)-W	(F2)	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	L	1 SW; hwy S	295	1	26-*L4-(S3)-U	(F1)	Rgt tfc WSW Hills S. No storage

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	19		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		Use at own risk. Cattle-fld.
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port		1 N					(ABANDONED)
Greenacres, Spokane Valley Sky Ranch		1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington		1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(P)HOQUIAM, Bowerman	L	2 W; harbor S NW	14	1	h50-BL4-S1-W.	F2	Comb open n with seaplane base.
Huntsville, Touchet Valley	P	0.5 NE; hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch	L	1.6 NNW; hwy S	50	1	24		INACTIVE. Soft-wet. Cattle-fld. Hill SSE. Ruf.
Kelso-Longview	P	1.8 SSE; RR SW	25	1	29-L2-S5-W	F3	
Kennewick, Twin City		1.3 SE; RR E					(ABANDONED).
" Vista	P	4 W; RR SE	521	2	h35-*L4		Caution-not maintained. Turf ruf.
Kent	P	1.5 SSW; RR E	30	1	29-S1	F2	Do not lnd W side of strip children-playing.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		P-line NW, SW. Rd on strip. Use at own risk.
Kittitas, Cameron	L	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Klinsan Beach Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-lines S. W. SW. Ctn-cars parked edge of fld. N end ruf, soft.
Lacrosse	L	2 SW; RR NW	1491	2	37-BL2-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	L	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by Mtns. Cattle-fld
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W. SSW.
Mineral	L	1.8 ENE; RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE,
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Rch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1 W; RR, hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport	L	1 N; riv SE	1457	1	25		Ctn-loose sand. Cattle-fld.
Odessa	L	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S; hwy NE	205	3	h50-BL4-S5-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-S1	F2	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	L	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	402	4	h45-BL4-S5	F4	Ctn-breaks.
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard . South Port Orchard	P	7.5 SSW; lk S	350	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW; hwy ESE	110	1	33		W. WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	P	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf. P-line NE. NW; theater E.
(PC)PULLMAN-Moscow	P	3.4 ENE; RR S	2549	1	h49-L4-S5-W	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L2-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair
" -Valley	L	1.3 N; riv S					ABANDONED.
Quincy, Blanchett's		4.5 WSW					ABANDONED.
Randle	L	0.5 E; hwy 12	890	1	17		Use at own risk. Ruf. Rgt tfc E.
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E.
(P)Renton	P	1.7 WSW; riv E	32	1	h54-BL2-S5	F4	Rgt tfc Rnwy 33. S 1000' rnwy 33 clsd to
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW. lndgs xcpt for hvy acft.
Richland-C. A. P.	L	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE; RR E	17	2	h100-BL3, 6-S5-W	F4	Rgt tfc N on strip. ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	22 SE; RR N	460	1	17		-3% grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park	P	6.9 ESE; rd N	35	1	20-S5	F3	Enter tfc pat, NW over bridge.
" North Seattle	P	9.7 NNE; hwy S, W	470	1	h22-S5	F2	Ctn-mil acft may pass thru tfc pat.
(P) " -TACOMA INT'L	P	10.5 S; hwy E	416	4	h75-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW; rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW; hwy ENE	278	2	h52-L2-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE, Rd crosses strip.
(PC) Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW; RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S, NNW blkd; p-lines N, SSE.
South Bend. Willapa Harbor	P	2.5 NNW; riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE; hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5	F2	S blkd.
(P) " Felts	P	4.9 ENE; riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW Strip.
(N,AF,NG) " GEIGER	P	6 WSW; hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 2,7,34. Use rnwys.
" Lemen	P	9.5 ESE; hwy N	2040	1	32-S5	F2	Rgt tfc NE. P-line NE.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE; RR S	2000	1	18		Use strip.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	C	4.4 W	375	2	23-L2-S5	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE; riv SW	4	1	21-(S5)	(F2)	P-line, twrs E day mrkd. Rgt tfc W.
" Lakewood		6 SSW; lk SE					(ABANDONED)
" -Air-Park	P	2.9 WSW; lk W	250	1	35-S5	F2	Tfc crossing 2800' N of S end. Stack E of S end.
Tekoa, Willard	P	1.5 ENE; RR NW	2503	1	19-S5	F1	
Thatcher, Blakely	L	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's Tieton Reservoir, Tieton	L	1.3 NE; riv 1 N	2000	1	18		SE blkd. Stock on fld.
	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
TOLEDO-Winlock	P	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW; riv L5E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono	L	0.8 WNW; RR S	215	1	20		P-line E. Calm wind lnd E; take-off W.
Toppenish	L	3.2 SSW; hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	P	4.8 ESE; hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE; channel ESE	100	1	18		Lnd W NW; tk-off ESE. Cattle-fld Rolling ruf.
(P) WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
(PC) Wenatchee, Fancher	P	2.5 NE; hwy S	1440	2	33-S1	F2	60' center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE; hwy 1 S	1245	3	h46-BL2*4-S5-W	F4	Rnwy lgts on req after 1800. Hill NE.
Wilbur	P	2 WSW; RR SE	2175	1	30-S5	F2	P-line NE. P-line NE, Rolling.
" Kunz	L	5.2 NE; hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	L	0.5 ESE; RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop, Intercity USFS	P	4 SSE; riv SW	1650	1	32		
" Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P) YAKIMA	P	2.8 SSW; RR 2 E	1077	3	h50-BL4-S5-W	F4	N/S Taxiway clsd. P-line N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur, Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Lnd N, tk-off S. Use strip. Rolling. P-line N.
Waterville	L	1 NE; hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-lnd NE; tk-off SW. NE blkd.
Queets	L	0.7 SW; riv N	15	1	20		
Woodland	L	0.4 SE; riv E	35	1	20		Strip subject floods when riv high. Trees, SW blkd. bldgs NNW apch. Ruf. Ctn-brush
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		
Eatonville, Swanson	L	0.7 NE; RR E, W	950	1	22		
(PC) Othello	L	0.7 NE; RR 1 W	1120	1	25		Ctn-gravel pit adj NE end of strip.
WEST VIRGINIA							
(PC) Beckley-Mt. Hope	P	2.6 N; hwys W	2325	1	28-S3	F3	Rgt tfc, Ridges N.
Belington, Audra	L	6 WNW; riv jct N	2100	1	16-(S3)	(F1)	Ctn-soft, muddy, rutted.
Buckhannon, Lewis Burlington, Baker's	P	2.4 W; RR N	1435	aw	16-S1	F2	
	P	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
(NG) CHARLESTON, Kanawha County	P	3 ENE; RR, riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC) CLARKSBURG, Benedum	P	6.7 ENE; hwy S	1209	2	h37-BL4-S5	F3	
" Patton	L	7 SSE; hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P) ELKINS	P	2.7 S; bet RR, hwy	1987	2	h45-BL4-S3-W	F3	P-line SE, SW.
Fairmont	P	3 SSW; rd S, E	1080	1	21-S5	F1	Ridge E.
Fayetteville, Fayette	P	1.6 SW; hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling. Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	21-S5	F1	Ditch S.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMAPKS
WEST VIRGINIA							
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	P	1 SW; crk, hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW; hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Marlinton		1.5 NNE; rd N					(ABANDONED)
(P) Martinsburg	P	4 SSW; hwy NW	556	2	h50-BL4-S5-W	F3	Use rnwys.
" North End		2.5 NNE; RR W					(ABANDONED).
Moorefield	L	1 NE; RR W	980	2	25		Rolling. WNW blkd.
(P) MORGANTOWN	P	2.8 ENE; hwys N	1256	3	h36-BL2-S5-W	F3	
New Cumberland, Herron	P	4 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE Strips.
Parkersburg, Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing.
(P) " WOOD COUNTY	P	7 NE; bet hwys	856	3	h44-BL4-S5-W	F4	
Pence Springs, Hinton-Alderson	P	1 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW; riv N	945	1	27-BL2		
Philippi	P	4 S; hwy S	1900	2	15-*L1-S5	F1	
Princeton	P	1.7 SW; hwy E	2450	1	27-S1	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	SEE: Arthurdale Airport under "NEW AIRPORTS".						
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.8 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW; riv N	400	1	26-S1	F1	Rgt tfc.
Spencer, Roane County	L	1 SE; hwys N, S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E, S	1264	1	31-BL2		P-line SW.
Taplin, McDonald	P	0.5 WNW; riv N	680	1	23-S5	F1	Ridges SE, NW. Use strips.
Weirton	P	2 E	1145	1	h21-S5	F1	
Welch	P	3.4 ESE; RR S	2100	1	21-L4	F1	Ctn-wires top of ground.
(PC) Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P) WHEELING-Ohio County	P	7.5 NNE; riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC) White Sulphur Springs, Greenbrier	P	2.3 SW; bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng. acft.
(PC) WILEY FORD. Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris		3.5 NNW; riv W					(ABANDONED)
Winfield, Clark	P	6 SE; bet hwy, riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
" Honaker's	L	1.5 E; RR E	550	1	18		
NEW AIRPORTS (or airports out of alphabetical alignment)							
BECKLEY, Raleigh Co. Memorial	P	3.5 E; RR NE	2504	1	h42-B	F3	Unlgtd 90' pole 1 mi E end E/W Rnwy, to S of centerline of apch.
(P) HUNTINGTON, Tri-State	P	6.8 SW; RR W	827	1	h46-B*L6-S1	F4	Rnwy lgts on req after 2400.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line W NW.
Arthurdale	L	0.5 SW; hwy E	1720	1	17-(S3)	(F1)	Atnd wk-ends. ESE blkd. No storage.
BLUEFIELD, Mercer County	P	4 NE	2818	1	h47-S1-W	81	No ngt operns.
WISCONSIN							
Antigo	P	2 ENE; hwy N	1483	2	33-*L1-(S5)	F3	
(PC) Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	L	2.5 SSE; RR E	727	2	22	(F2)	P-lines NE, SW. Use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F1	P-lines SW, NW. Use strips.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N, E, W	910	2	27-S5	F2	Rolling.
" Midway	P	4 ESE; hwy N	910	1	21-S1	F1	SE blkd.
Beloit-Prairie	P	3.5 NNE; RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	P	2 E; RR W	855	4	28-S1	F3	W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-*L4	F3	Clsd winters. Use strips. No sto.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-lines N, NE, NNE.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February. W, SSW, Irreg atnd winters. Use strips.
Burlington, Wereley	L	1 SE; hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	P	1.8 SE; hwy N	920	1	16-*L	F1	Rolling.
Cassville	L	1.2 ESE; riv SW	627	1	25		Advise use tfc pat over river. S Use strips.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not lnd Strip 13 or tk-off Strip 3 LP-line
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line S, E, S; ant W.
(PC) CLINTONVILLE	P	1 ESE; hwy N	828	3	h38-BL4-W	F2	
Colby-Abbotsford	L	1.2 NNE; RR E	1400	2	26-*L		NNE blkd.
(PC) Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR, hwy N	840	1	16		Use strips. Sandy spots"/ end wet.
(PC) Cornell	L	2.5 E; hwy S, W	1143	1	22		
Crandon	P	2.2 SSW; lk E	1640	1	23	F1	Use strip.
Crivitz	P	3.3 WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC) Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Dallas	L	0.7 SSE; RR W					S blkd.
Delavan, Lake Lawn	P	2.3 E; hwy S	980	1	29	(F2)	Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd, E/W strip rnf.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW; hwy SE	800	2	26-*L-S3	F2	
Eagle River	P	1.3 NW; riv N	1644	2	36-S1	F2	P-line E.
(PC) East Troy	P	0.3 W; bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P) EAU CLAIRE	P	3.5 NNE; riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	P	5 SW; bet hwys	840	2	31-(S5)	F1	
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC) Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC) Ephraim-Fish Creek	L	2 SW; hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW; lks E, S	1410	2	40	F1	N, SE blkd.
" Price Lake	P	13.7 SW; lk E	1420	2	28-S1	F2	Not maintd winter months, N blkd.
Fond du Lac	P	1.9 ENE; hwy S	769	3	28-S5-U	F4	N blkd.
(PC) Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Fredonia		1.2 ENE; hwy W					ABANDONED.
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd; p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg, 7, MPS-QT	P	1.5 NNE; riv S	927	2	42-BL4-W		Bare spots soft when wet.
(P) GREENBAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	P	4.5 S; riv E	600	2	34		CLOSED-Marked.
Green Lake		3.8 W					(ABANDONED).
Hager City, Red Wing		See Red Wing Arpt, Minnesota under "NEW AIRPORTS"					
Hales Corners	L	0.7 SSE; hwy W	770	1	21-*L1-(S5)	F1	Use strip. Rolling.
Hartford	P	2 NNW	1080	2	21-S5	F2	SSW blkd; p-lines NNE. Use strips.
Hayward	L	2 NE	1200	2	29		
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE; RR NW	880	4	23-S5	F3	
(PC) " ROCK COUNTY	P	4.5 SSW; hwy E	807	3	h54-BL4-S5-W	F4	
Kenosha	P	2 S; RR W	623	2	30-*L-S5	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc Rnwys 34, 2 L Ruf. Ctn-Construction.
(P) LA CROSSE	P	5 NNW; riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bodi-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd
Ladysmith, Rusk County	P	5.5 ENE; riv NW	1230	1	30		
Lake Delton, Wisconsin Dells	P	0.8 SE; hwy E	910	1	20-S3	F2	Rolling. No storage.
Lake Mills	L	4.5 NW; hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW; hwy N	1550	1	30-BL4-S5-U	F3	Not maintd winter months, N blkd.
Lancaster, Vesperman	L	1 ENE	1100	1	18		S blkd.
LAND O'LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	P	2.7 WSW	1550	3	31-S1	F2	Not maintd winter months, E blkd.
(PC) La Pointe, Madeline Island	L	1.2 ENE; hwy NW	646	1	28		
Lone Rock, 15, CHI-MPS	L	2 NNE; hwy S	717	3	38-BL2-W		Permanently Discontinued.
(AF, NG) MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6-S3-W	F4	Rds E, NE. 2-way rdo rcrd. Unlgtd TV ant, N; trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC) Manitowish Waters	P	1.2 SSE; hwy NE	1600	2	36-S1	F3	
Manitowoc	P	1.6 NNW; RR W	653	1	h38-BL4-S5-U	F2	
(PC) Marshfield	P	2.3 SSW; hwy E	1253	2	h28-*L-S5-U	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L1-(S1)	(F1)	
Medford	P	1.8 NNE; hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips.
" Taylor		2 SE; riv NW					(ABANDONED)
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, SE.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
Milwaukee, Brown Deer	P	10 NNW; hwy N					ABANDONED.
(PC) " Curtis-Wright	P	6 NW; riv 1 W	745	5	h32-BL4-S5-U	F3	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,6-S5-W-U	F4	P-lines NE, SE, NW. Rnwy 18-36 perm clsd. Rnwy 6-24, 4800' open to all acft days only. Rgt tfc Rnwy 1 and 6. 145 octane avail
(PC) " Maitland	P	3 ESE; riv S	588	1	h29-S1	F2	Rgt tfc N.
" Sky Haven	L	8 WNW; hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd transient acft.
Minocqua	P	3.3 S; hwy W	1590	4	37-S1	F1	E, W blkd. Use strips. Lnd at own risk.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-ditch E side N, S strip
Montello, Myrland Farms Skylodge	P	1.5 NNW; lk W.	850	1	21	F1	Closed Dec and Feb. NNW blkd.
Neenah, Valley	P	3.9 SW; hwy E	760	1	21-S3	F1	P-line E. Rolling. Use strips
Neillsville-Memorial	L	5.7 W; hwy SW	1000	4	21		P-line SE. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE; hwy N, S	890	2	24		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips, E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE; bet RR, hwy	700	2	25-S1	F2	P-lines NE, SW, NW.
Omro, Reds	P	3 N; RR 1 E	800	2	18-*L-(S5)	F2	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC) Osceola	L	0.5 SE; hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC) OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F3	S blkd; p-lines N, NE, E. Rgt tfc tk-offs rnwys 4, 9.
Palmyra	L	0.5 NW; hwy E	954	1	21		
Pardeeville	L	0.6 SW; RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, S, E, S, NW blkd; p-line SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E; hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1	F2	Ctn-parked acft S. Use strips.
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	900	2	22-*L4		Use strips.
" Chaplin's	P	1 NNW; RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	P	1.7 SSW; crk N	780	1	24	F1	W blkd.
" Mael	P	1.6 NW; hwy W	820	2	30-S5	F2	P-lines S, W. Ruf.
" -Manley	L	4.5 SE	800	1	32		P-line W.
Prairie du Chien	P	2.6 SSE; hwy E	650	2	30-S1	F2	E, S blkd. Rolling. Use strips.
Pulaski, Kubiak's	L	1.5 E; RR 1 SW	780	1	24		
Racine, Horlick-Racine	P	2 N; RR E	665	4	h40-B*L4-S5-W-U	F4	Use rnwys, strips. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23-S5	F1	N blkd. Major eng rprs only.
(PC) RHINELANDER-Oneida County	P	2.2 WSW; riv SE	1599	2	h39-BL4-S3-W	F3	Use strip, rnwy.
Rice Lake	L	3.9 NNE; lk W	1150	3	35		SW, W blkd; p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE; lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE; hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE; RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW; riv E	914	2	26		
Sextonville, Richland	P	0.2 NW; hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE; hwy W	640	1	19		
(PC) Shawano	P	2.3 ENE; RR S	813	3	40-S3-U	F2	NE, SE blkd; T V ant, W. Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N, E, S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC) Siren, Burnett County	P	2.6 NNE; hwy E	988	4	h39-BL4-S5	F2	W blkd.
Sparta-Angelo	P	2.2 NE; RR SE	800	3	25-S1	F1	ESE blkd; p-lines N, NE. Ruf.
Spencer	P	0.5 SW	1310	3	26-S1	F2	W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC) Spooner	L	5 NE; RR 1 NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	F2	Use strips. Rolling.
(PC) STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
Stoughton, Nelson	P	1 E; hwy N	880	2	20-S4	F2	Use strips.
(PC) Sturgeon Bay, Cherryland	P	2 WNW	718	3	32-(S3)	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC) Superior, Bong	P	2.3 S	674	2	33-*L-S5	F2	P-lines SE, NW. Use strips.
Three Lakes	L	0.5 S; RR E	1660	2	21		NW, SW blkd.
Tomah	L	1 E; RR N	970	2	26-S1	F1	N, S blkd. Ruf.
Tomahawk, Forest Protection	L	0.5 WNW; riv N	1450	3	30		Rgt tfc W, SW. No lndg to NW, SE blkd; p-line SSW. Lnd at own risk.
" Werner	P	1 E	1450	1	22-S1	F2	SW end blkd. Clsd winter months.
Valmy, Felhofer Bros.	P	0.5 S; hwy N					ABANDONED.
Watertown	L	1.2 S; riv W	820	3	30-(S5)	(F2)	avail. Use rnwys.
Waukesha-County	P	1.8 N; hwy NE	904	3	31-L4-S5-U	F2	NW blkd, h1500' SW portion NE/SW Rnwy. S blkd. Rolling. E/W strip soft-wet.
(PC) Waupaca	L	4 ESE; riv N, E	860	4	28-(S3)	F2	Atnd wk-ends. Use strips-wet
Waupun	P	2 WSW; hwy N	915	3	25-S3	F2	P-line N. Silos W, E/W strip ruf. Soft-wet.
(P) WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC) Wautoma	L	2.3 SSW; lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B*L2-S5	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW; hwy N	1020	2	22-S5	F2	Ctn-soft where culvert crosses strip.
Wild Rose	L	2.5 NE; riv N	990	2	34		P-line N. Rolling.
Winter, Rainbow Lodge		See Ojibua, Rainbow Lodge Arpt under "NEW AIRPORTS"					
Wonewoc, Castle Rock	L	1.1 NNW; hwy N	960	1	18-(S1)	(F1)	P-line E, SE. Ruf.
Woodruff, Arbor Vitae	L	3 W	1600	2	25-(S5)	(F3)	Atnd wk-ends only. W blkd.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Ojibua, Rainbow Lodge		1.2 NE; riv S					ABANDONED.
Solon Springs	P	3 S; hwy E	1100	1	22	F1	
Lily		0.6 SE; hwy S					(ABANDONED).
Kendall		0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
Wisconsin Rapids, Peterson's	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Stone Lake, Sand Beach	P	5.8 ENE; lk N	1300	1	20	(F1)	Fuel avail summer mos only. NNE, SSW:
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLSD WINTER. Rolling. blkd.
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W, N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6 NNW; crk SE	4900	2	40-BL2-S5	F3	Strips ruf.
" Lake De Smet-Seney Pt	L	9 N; lk W	4630	1	16		Use with ctn.
(AF, NG) CASPER, Natrona Co.	P	7.5 WNW; hwy SW	5348	4	h90-BL4-S5-W-U	F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell		8 NNW; hwy E	5346	3	h52-S3	F3	ABANDONED

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (10-5-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		WYOMING					
(NG)CHEYENNE	P	1 N;hwy W	6156	3	h75-BL4-S5-W	F4	Avoid hospital E,Ctn-tk-off,lndg Rnwy 16 twr unable to ctl due obstn N.
(PC)Cody	P	2 ESE;hwy S	5096	2	h54-BL4-S5-U	F3	N/S rnwy clsd,P-line SW.
Cokeville	L	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	L	2 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	2	h50-BL4-(S5)-W	(F3)	ENE/WSW strip ruf, P-line NE.
Dull Center, Sherwin #1	P	8.4 NE;riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5 N; hwy E	7016	2	51-BL2-W		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn-peak W.
" Arpk	L	1.7 ESE;RR N	4500	3	37		INACTIVE, NW blkd.
(PC)GREYBULL	P	2 NW;hwy S	3933	2	51-BL4-S5	F1	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf, N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
JACKSON	P	9 N	6438	1	57-S1	F3	Wea. avail June 15 thru Sept 15, Corral SSW.
Kemmerer	L	1.5 NNW;RR S	7282	3	71-BL2		
Lander	P	1.5 S;riv W	5586	1	h49-B*L4-S1-W	F2	No storage.
(P)LARAMIE, Brees	P	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W.
Lingle	L	1.2 N;hwy E					ABANDONED.
Lovell	L	1 SE;hwy W	3850	1	25		CLOSED, SW blkd.
Lusk	P	2.9 E;RR,hwy S	4960	1	49-S5	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-B		P-line NE, Ruf off strips.
(PC)Newcastle-Mondell	P	6.2 WNW;RR N	4165	2	h45-B*L4-S1	F1	P-lines N, E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pine Bluffs		4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	P	8 NNW;rd NE	5094	3	56-BL4-(S1)	(F1)	
(P)RAWLINS	P	2.3 NE;RR,hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5476	4	51-B*L4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	Fuel avail 0730-2200.
Saratoga	L	0.7 SSW;hwy E	6900	3	68	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S;rd NE	4250	1	23		
Thayne, Humpherys	P	2.5 NNE;riv 2 W	6000	1	29		INACTIVE, Use at own risk.
Thermopolis	L	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	L	4.2 S;hwy W	4350	4	37-*L1-(S1)	(F1)	S,W blkd;p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL2-S1	F1	
(PC)WORLAND	L	3.3 S;canal NW	4254	2	h52-BL4-S1	F3	NW/SE strip ruf.
NEW AIRPORTS, (or airports out of alphabetical alignment)							
Worland, Wostenberg	L	4 E;hwy S	4200	2	26		
		PUERTO RICO					
Arecibo	M	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	C	2.5 W;RR S	75	1	h35-S5	91	Use rnwy
MAYAGUEZ	M	4 N;RR W	29	1	h42-W	F1	
Ponce, Don Q	P	3 E;rd S	25	1	31		Soft, dangerous when wet. ESE blkd.
San Juan, Puerto Rico Intn'l.	M	6 ESE;Ocean N	9	1	h78		Ctn-const, emerg use only.
SAN JUAN-Air Terminal	M	2 S;bay W	11	1	h53-BL4-S5-W	F4	ARPT OF ENTRY.
Santa Isabel	M	1 E;RR S	27	1	h40-L4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
		VIRGIN ISLANDS					
ST. CROIX, Christiansted, Hamilton	M	6.5 SW;Sea S	57	1	h40-B*L4-W	F3	Use North rnwy only.
ST. THOMAS, Charlotte Amalie, Truman	M	2 W	10	1	h42-B*L4-S1-W	F3	Hill E,100' extreme eastern end Rnwy 9-27 clsd-mrkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

(10-5-54)

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) -... --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

INSTRUMENT APPROACH PROCEDURES TO BE SOLD ON SPECIAL SUBSCRIPTION BASIS: Because of a demand for instrument approach information prior to publication in the Airman's Guide or Federal Register, the CAA has made arrangements for the issuance and distribution of individual copies of these procedures on a subscription basis to be delivered once each week. The annual subscription rate has been set at $125.00 per year. For each additional copy mailed to the same address, the annual subscription price will be $25.00. Checks should be made payable to the Treasurer of the United States and mailed to: Sales and Distribution Division, Room 6227, Commerce Department, Washington 25, D.C.

✓ CHANGES IN INSTRUMENT APPROACH PROCEDURES MINIMUMS: Starting with Volume 9, Number 11 dated August 10, 1954, the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specificllay authorized other minimums. Further details may be found in the note preceding the Instrument Approach Procedures on page 89 of this issue. However, all users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

FLIGHTS INTO REMOTE AREAS OF CANADA: Information received by the Office of Aviation Safety indicated that U.S. pilots are desregarding fundamental safety considerations when flying into or over the remote areas of Canada. The chief safety considerations being transgressed by U.S. pilots are: Failure to carry proper emergency equipment, failure to file a flight plan, failure to notify proper authorities of any changes, and failure to close flight plans.

Prior to commencing a flight into unsettled territory, U.S. pilots should obtain advice and information on the emergency equipment and flight procedures from the nearest office of the Department of Transport, Civil Aviation Division. The addresses are:

District Superintendent
Air Regulations, 401 Winch Building
Vancouver, B.C.

District Superintendent
Air Regulations, 260 Richmond St., W.
Toronto, Ontario

District Superintendent
Air Regulations, 320 Blowey
Henry Building
Edmonton, Alberta

District Superintendent
Air Regulations, Trans-Atlantic Building
Montreal Airport, Dorval, P. Q.

District Superintendent
Air Regulations 612 Power Building
Winnipeg, Manitoba

District Superintendent
Air Regulations, P.O. Box 42,
Moncton, N. B.

Particulars given should include name of pilot and number of passengers, registration markings and type of aircraft, radio equipment carried, point of intended entry, itinerary and point of intended departure.

✓ DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 92 to PART 608-DANGER AREAS
(October 17, 1954)

(1) In section 608.24, the Manhattan, Kansas, area (D-197), published on July 16, 1949, in 14 F.R. 4291 and amended on June 20, 1953, in 18 F.R. 3561 and on September 10, 1954, in 19 F.R. 5861, is further amended by changing the "Designated Altitudes" column to read: "Surface to 30,000 feet MSL."

(2) In Section 608.14, the San Pedro, California, area (D-292), published on July 16, 1949, in 14 F.R. 4287, is rescinded.

(3) In Section 608. 57, a Camp Williams, Wisconsin, area (D-468), is added to read: Name: Camp Williams, Wisconsin; Description: East boundary: longitude 89°59'W; west boundary: longitude 90°07'W; north boundary: latitude 44°16'N; south boundary: latitude 44° 12'N. Altitudes: 12,000 feet; Time of designation: Day VFR except during summer training months when day and night VFR. Special NOTAMS will be issued prior to time of night use during summer training. Using Agency: National Guard Bureau, Camp Williams, Wisconsin.

AMENDMENT NO. 93 to PART 608-DANGER AREAS
(October 21, 1954)

(1) In Section 608.14, the Camp Beale, California, area (D-265), published on July 16, 1949, in 14 F.R. 4288, is amended by changing the "Designated Altitudes" column to read: "20,000 feet MSL."

✓ LOCATION IDENTIFIERS: The following changes affects the use of location identifiers:

MJV	Mojave, Calif., Meyer Field (name change)
SFF	Spokane, Washington, Felts Field (assignment)

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 24, under Pennsylvania change Pittsburgh CAA telephone number to read: SP-1-2833.

(2) Page 26, change address and telephone listing for Elmhurst, Ill to read: St. Charles, Illinois, telephone 490.

(3) Page 44, correct Harrisonburg Station WSVA coordinates to read: 2 miles west at latitude 38-27-05, longitude 78-54-30.

(4) Page 24, under South Carolina change Greenville CAA telephone number to read: 3-4522.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, Number 11, dated August 10, 1954 as follows:

(1) Page 29, Item (3) change New York, N.Y., (LaGuardia) WB number to: NE-9-7570

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are authorized to be effective with realignment Blackstone, Richmond and Chincoteague LFR's, October 26, 1954:

From	To	Min Alt.
(1) Red civil airway No. 51, is amended to read in part:		
Dinwiddie (Int), Va.	Langley, Va. (LFR)	1,500
(2) Blue civil airway No. 23, is amended to read in part:		
Norfolk (Navy), Va. (LFR)	Chincoteague (NAS), Va. (LFR)	1,500
(3) Red civil airway No. 33, is amended to read in part:		
Buckroe Beach (Int), Va.	Richmond, Va. (LFR)	1,500
(4) Green civil airway No. 6, is amended to read in part:		
Blackstone, Va. (LFR)	Richmond, Va. (LFR)	1,500

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSIONS, CONTROL ZONE, AND REPORTING POINTS AMENDMENTS: Effective October 26, 1954, civil airways, control area extensions, control zones, control areas and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Green civil airway No. (Laredo, Tex., to Norfolk, Va.) is amended between Blackstone, Va. and Norfolk, Va., to read: "Blackstone, Va., radiio range station; the intersection of the east course of the Blackstone, Va., radio range and the southwest course of the Richmond, Va., radio range excluding the portion which overlaps Camp Pickett dagner area D-44; Richmond, Va., radio range station; Norfolk, Va., radio range station to the Norfolk Municipal Airport, Norfolk, Va." (Note: Blackstone northeast course to be swung 22° clockwise concurrently).

(2) Amber civil airway No. 9, (Charleston, S.C., to Norfolk, Va.) is amended by changing the portion which reads: "(excluding the portions between 11,000 feet and 16,000 feet and between 21,000 feet and 45,000 feet above mean sea level, during the hours of darkness which lie within the Cherry Point, N. C., night danger area (D-125)." to read: "(excluding the portions between 11,000 feet and 16,000 feet and between 23,000 feet and 45,000 feet above mean sea level, during the hours of darkness, which lie within the Cherry Point, N. C. night danger area (D-125)".

(3) Red civil airway No. 19, (Detroit, Mich., to Norfolk, Va) is amended by adding a last portion to read: "thence to the Norfolk, Va., Navy radio range station excluding the portion which overlaps Plum Tree Island danger area (D-49)." (Note: Above adds a portion from the Gwynn intersection to Norfolk Navy range station).

(4) Red Civil airway No. 33, is amended by changing caption to read: (Norfolk, Va., to Boston, Mass) and changing the portion before the Gordonsville, Va., radio range station to read: "From the intersection of the east course of the Langley, Va., AFB radio range and the north course of the Norfolk, Va., Navy radio range via the Langley, Va., AFB radio range station excluding the portion which overlaps the Plum Tree Island danger area D-49; Richmond, Va., radio range station; Gordonsville, Va., radio range station; " etc. (Note: Above adds a portion from Buckroe Beach intersection to Richmond range station. Richmond southeast course to be swung concurrently to lie on Langley AFB range station.)

(5) Red civil airway No. 51, (Blackstone, Va., to Norfolk, Va.) "From the intersection of the east course of the Blackstone, Va., radio range and the southwest course of the Richmond Va., radio range via the intersection of the east course of the Blackstone, Va., radio range and the west course of the Langley, Va., AFB radio range to the Langley, Va., AFB radio range station excluding the portion which overlaps Plum Tree Island danger area (D-49)".

(6) Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.) "From the Norfolk, Va., Navy radio range station to the Chincoteague, Va., Navy radio range station excluding the portions which overlaps Chincoteague Inlet danger area D-45 and Ship Shoal Island danger area D-47." (Note: South course of Chincoteague to be swung concurrently to lie on Norfolk Navy radio range station).

VOR AIRWAYS: (1) VOR civil airway No. 27, (Santa Barbara, Calif., to Seattle, Wash.) is amended by changing all after the Hoquiam, Wash., omnirange station to read: "Hoquiam, Wash., omnirange station to the Seattle, Wash., omnirange station, excluding the portion above 14,500 feet above mean sea level which lies beneath, and which conflicts with, the Olympic Danger area (D-241).

(2) VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.) From the Cheyenne, Wyo., omnirange station via the Chadron, Nebr., omnirange station, including an east alternate via the intersection of the Cheyenne omnirange 054° true and the Chadron omnirange 197° true radials; to the Rapid City, S. Dak., omnirange station, including an east alterante and excluding the portion which overlaps the Scenic Danger area (D-190).

(3) VOR civil airway No. 168 (unassigned).

(4) VOR civil airway No. 169 (Sidney, Nebr., to Rapid City, S. Dak.) "From the Sidney, Nebr., omnirange station via the intersection of the Disney omnirange 335° true and the Chadron omnirange 197° true radials; Chadron, Nebr., omnirange station; to the Rapid City, S. Dak., omnirange station, including an east alternate and excluding the portion which overlaps the Scenic Danger Area (D-190).

CONTROL AREAS: (1) Red civil airway No. 33, is amended by changing caption to read: "(Norfolk, Va., to Boston, Mass.) All of red civil airway No. 33."

(2) Red civil airway No. 51, (Blackstone, Va., to Norfolk, Va.) All of red civil airway No. 51."

(3) Blue civil airway No. 23, is added to read: "(Norfolk, Va., to Chincoteague, Va.) All of blue civil airway No. 23."

(4) VOR civil airway No. 89 (Cheyenne, Wyo., to Rapid City, S. Dak.) is amended to read: "All of VOR civil airway No. 89 including east alternates."

(5) VOR civil airway No. 168 (unassigned).

(6) VOR civil airway No. 169, (Sidney, Nebr., to Rapid City, S. Dak.) is added to read: "All of VOR civil airway No. 169 including an east alternate."

CONTROL AREA EXTENSIONS: (1) (Detroit, Mich.) is amended to read: "That airspace within a 15 mile radius of the Detroit omnirange station including the airspace north of Detroit-Wayne Major Airport bounded on the west by Green civil airway No. 2, on the north by Red civil airway No. 63, on the east by Red civil airway No. 20, and on the south by a line extending from a point at latitude 42°30'30", longitude 83°24'49" to a point at latitude 42°32'00", longitude 83°13'35".

(2) (Norfolk, Virginia) is amended to read: "That airspace within a 55 mile radius of a point located at latitude 36°57'44", longitude 76°24'44", excluding the airspace which overlaps all danger areas, warning areas and caution areas and excluding the portion below 2000 feet beyond the shoreline of the United States."

(3) (Jackson, Mich.) is amended to read: "Within 5 miles either side of a 313° true bearing extending from the Jackson, Mich., nondirectional radio beacon to a point 25 miles northwest."

(4) CONTROL ZONES: (1) (Manchester, N. H.) is amended to read: "Within a 3 mile radius of Grenier AFB and within 2 miles either side of lines bearing 337° true and 157° true from the Manchester nondirectional radio beacon extending from the Grenier AFB control zone to a point 10 miles southeast of the non directional radio beacon." (Note: coordinates of relocated Manchester H facility: latitude 42°52'16", longitude 71°23'44".)

REPORTING POINTS: (1) Red civil airway No. 51, (Blackstone, Va., to Norfolk, Va.) is added to read: "No reporting point designation."

(2) Blue civil airway No. 23 (Norfolk, Va., to Chincoteague, Va.) is added to read: "No reporting point designation."

Domestic VOR reporting points is amended by adding the following reporting points to read: Grants, N. Mexico., omnirange station; Bradford, Ill., omnirange station; Scottsbluff Intersection - the intersection of the Cheyenne, Wyo., omnirange 054° true and the Sidney, Nebraska., omnirange 335° true radials. and by revoking the following reporting point: Delaware Springs Intersection - the intersection of the Salt Flat, Texas, omnirange/ 085° true and the Carlsbad, N. Mexico, omnirange 215° true radials.

✓ ON REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, re-designated, re-described or cancelled as indicated:

DESIGNATIONS:

(1) GWYNNE INTSXN - the intersection Norfolk Navy LFR north course with Tappahannock LFR southeast course.

(2) DINWIDDIE INTSXN - the intersection Blackstone LFR realigned east course with Richmond LFR soutwest course.

(3) CHELSEA, MICH.,INTSXN - the intersection southeast course of Lansing (LFR), Mich. 082° magnetic and 262° magnetic Jackson, Michigan LF/Rbn.

(4) HOPKINS, FLA., INTSXN - the intersection 338° magentic Vero Beach (VOR) and 130° magnetic Orlando, Fla. (VOR).

(5) CYNTHIANA, IND., INTSXN - intersection of the 010° magnetic radial of the Evansville, Indiana, omnirange and the 111° magnetic bearing toward the Evansville, Indiana outer compass locator.

(6) DECKER, IND. INTSXN - the intersection of the 010° magnetic radial of the Evansville. Indiana, omnirange and the 232° magnetic radial of the Scotland, Indiana, omnirange.

(7) ST. MARKS, IND. INTSXN - the intersection of the 062° magnetic radial of the Evansville, Indiana, omnirange and the 172° magnetic radial of the Scotland, Indiana omnirange.

(8) NEWBURGH, IND., INTSXN - the intersection of the 077° magnetic radial of the Evansville, Indiana, omnirange and a 324° magnetic bearing toward the Evansville, Indiana. outer compass locator.

(9) SOUTH EVANSVILLE, IND., INTSXN - the intersection of the 095° magnetic radial of the Evansville, Indiana, omnirange and a 015° magnetic bearing toward the Evansville, Indiana, outer compass locator.

REDESIGNATE:

(1) BACONS CASTLE INTSXN - to be formed by Norfolk LFR northwest course with Langley LFR west course.

REDESCRIBE:

(1) SALEM INTSXN - Hartford, Connecticut, VOR 142° magnetic with Norwich, Connecticut VOR 236° magnetic radials.

(2) SAYBROOK INTSXN - Wilton, Connecticut, VOR 102° magnetic with Riverhead, New York, VOR 055° magnetic radials.

CANCEL

(1) BRADFORD INTSXN! intersection north Peoria and NE Burlington

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✓ AIR ROUTE TRAFFIC CONTROL AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective Immediately .

(1) The Memphis-St. Louis ARTC boundary is located 25 miles east of the Flippen, Ark. VOR.

(2) The Memphis-St. Louis Flight Advisory Boundary is established: Beginning at a point 50 miles southeast of the Ft. Smith, Ark., VOR on VOR civil airway No. 74 thence to a point 25 miles east of the Flippin, Ark., VOR on VOR civil airway number 140 thence to a point 20 miles southwest of the Farmington, Mo., VOR on VOR civil airway number 69.

(3) The Pittsburgh-Washington ARTC boundary is located on Victor 144 between the Morgantown and Front Royal omniranges at a point thirty-five statute miles southeast of the Morgantown omniranges.

RELOCATED

(1) The Pittsburgh-Washington ARTC boundary has been relocated on Victor 44 between the Morgantown and Martinsburg omniranges from its present location to a point 35 statute miles east of the Morgantown omnirange.

✓ NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS - The following abbrevia tions have been adopted for use in the Airman's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

(10-5-54)

AERONAUTICAL CHART CORRECTIONS: Correct Charlotte Sectional Chart, dated August 1, 1954 and WAC No. 410 dated, July 20, 1954 to read: Pittsboro, N. C., reporting point, shown at latitude 35°39', longitude 79°06' (intersection of SE course of Greensboro LF radio range and a line bearing 260° magnetic from Raleigh VOR), should be shown at latitude 35°43', longitude 79°16' (intersection of southeast course of Greensboro LF radio range and a line bearing 260° magnetic from Raleigh LF radio range.).

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editons of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Douglas	Phoenix	WAC 406
El Paso	San Diego	WAC 407
Los Angeles	Brownsville Local	WAC 471
Mt. Whitney		

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stampled "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Birmingham	9-27-54	New Orleans	9-16-54	Atlanta Local	9-17-54
Little Rock	9-21-54	Orlando	9-14-54	Miami Local	9-17-54
Miami	9-16-54	San Antonio	9-27-54	WAC 466	9-27-54
Mobile	9-23-54	Savannah	9-21-54	WAC 467	9-17-54

Instrument Flight Charts

Release since September 13,1954

AL 36 RNG	Bakersfield-Kern Co. Apt. No. 1
AL 45 RNG	Bellingham Airport
AL 133 RNG	Biggs AFB
AL 145 RNG	Florence Airport
AL 147 RNG	Pope AFB
AL 370 RNG	Brooks AFB
AL 371 RNG	Kelly AFB
AL 384 RNG-2	Boeing Field
AL 401 RNG	Spartanburg Airport
AL 454 RNG	Sheppard AFB
AL 473 RNG	Klamath Airport .
AL 492 RNG	Gila Bend AF Aux.
AL 519 RNG	Arcata Airport
AL 520 RNG	NAAS Corry Field
AL 609 RNG-1	Moisant Intn'l Arpt
AL 841 RNG	CGAS St. Petersburg (Seaplane)
AL 609 ILS	Moisant Intn'l Airport
AL 614 ILS	Niagara Falls Airport
AL 237 ADF	Los Angeles Intn'l Airport
AL 356 ADF	Mather AFB
AL 369 ADF	San Antonio Intn'l Airport
AL 453 ADF	McConnell AFB
AL 609 ADF	Moisant Intn'l Airport
AL 30 VOR	Mueller Airport
AL 35 VOR	Baker Airport
AL 145 VOR	Florence Airport
AL 384 VOR	Boeing Field
AL 454 VOR	Sheppard AFB
AL 511 VOR	Yuma County Airport
AL 609 VOR	Moisant Intn'l Airport
OP 168	Malcolm McKinnon Airport
OP 272	Dannelly Field

RF/VOR 1, 2
RF U. S. Check List
RF Terminal Area - Boston, Cincinnati, Cleveland, Detroit, St. Louis

NEW CHARTS

AL 609 RNG-2	New Orleans, La.	Moisant International Airport
AL 15 ILS -1	Allentown, Penna.	Allentown-Bethlehem-Easton Airport
AL 15 ILS - 1	Allentown, Penna.	Allentown-Bethlehem-Easton Airport
AL 15 ADF	Allentown, Penna.	Allentown-Bethlehem-Easton Airport
AL 220 ADF	West Lafayette, Ind.	Purdue University Airport
AL 467 ADF- 3	Detroit, Michigan	Willow Run Airport
AL 492 VOR	Gila Bend, Arizona	Gila Bend A.F. Aux
AL 987 VOR	Wichita, Kansas	Wichita Airport
OP 986	Greenville, Miss.	Greenville Municipal Airport
RF/VOR 6		

DISCONTINUED CHARTS

AL 588 RNG-1	Butte, Montana	Butte Airport
AL 588 RNG-2	Butte, Montana	Butte Airport

(Procedure cancelled 9-14-54 - CAA)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSEL ARPT: N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158° T) at lat 33-29-06; long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends.
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. VOR not usable for apchs to Huntsville Arpt due to roughness, bends and signal cancellation. (4-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
**MOBILE-BATES ARPT: 313' (574' MSL) lgtd rdo relay twr erected 42.6 n mi NNW (350°T) at lat 31-23-18, long. 88-22-14. (7-9) 326' (516' MSL) lgtd rdo relay twr erected 26.1 n mi NE (25° T) at lat 31-05-36, long. 88-01-51. (7-10) 231' (461' MSL) rdo twr erected 23 n mi E (80° T) at lat 30-45-20, long. 87-47-31. (8-27)
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
**MONTGOMERY-DANNELLY FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170° T) at lat 32-01-15, long. 86-20-56. (9-16) Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23) Acft lndg and taking off are cautioned to avoid the Maxwell AFB tfc pattern and control zone. (9-23)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080° below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximun length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radials.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 43 n mi at 10,000'; 50°-90°, 43 n mi at 5000'; 90°-180°, 43 n mi at 7000'; 180°-215°, 43 n mi at 4000'; 215°-235°, 43 n mi at 6000'; 235°-255°, 35 n mi at 6000'; 255°-270°, 43 n mi at 6000'; 270°-325°, 43 n mi at 8000'.
KINGHAM ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

ARIZONA: TUCSON-RADIO: VOR and DME coverage lmtd to 35 n mi at 11,000' 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS-MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: FAYETTEVILLE ARPT: Men and equip on fld daylgt hrs. (8-13)

HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)

**LITTLE ROCK-ADAMS ARPT: 100' (500' MSL) lgtd microwave twr erected 2 n mi (225°T) at lat. 34-41-38; long. 92-15-19. (9-17)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 43 n mi in all quads.

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)

EUREKA COUNTY ARPT: All lgt fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FILLMORE-RADIO: DME and VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17) About Oct 16, DME will be shut down (9-22)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)

GASQUET ARPT: N side of strip clsd-const.

KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; -4-°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'.(6-16)

LONG BEACH ARPT: North lndg mat closed to all opern - rough and hazardous.(4-9) Two 175' lgtd oil derricks - one 1500' W and 1500' N Rnwy 25R; one, 1500' N Rnwy 25L, 1500' S Rnwy 25R and 2500' Rnwy 16 R. (8-23)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11)

LOS ANGELES INTERNATIONAL ARPT-TOWER: ILS on Rnwy 25L inoperative; ILS on Rnwy 25R will be operative, but radar monitored apchs not avail until later date. FLD:FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)

NEEDLES-RADIO: VOR 35 n mi coverage from 5° - 15° and 190° - 205° at 8000', and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. TFC operg in VFR wea should avoid vcnty of

CALIFORNIA: Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-100°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (7-28)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 50001; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-010°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO ARPT-TOWER: Sept 27, ASR shut down - approx 6 wks modernization and move to new twr. (9-25)

SAN FRANCISCO INTERNATIONAL ARPT: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip on fld. A hump of 5" rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Men and equip. Rnwy 3-21, daylgt hrs. (8-20)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)

**SANTA MARIA ARPT: Rnwy 7-25 perm closed - marked. (10-5)

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° clockwise below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-RADIO: About Oct 14, H fac will be shut down until approx Oct 20 - modernization. (9-29)

COLORADO SPRINGS-PETERSON FLD: Beacon inoperative. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

COLORADO: DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. (5-27)

KREMMLING ARPT: Closed-construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53; long. 104-18-00, conducting demolition work-days.

**STERLING-LOGAN CO. ARPT: 746' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat. 40-38-05; long. 103-08-15. (9-15)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closde.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE Rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rnak of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin. Bldg. Navy acft taxi to MATS terminal N of Admin Bldg.

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FORT LAUDERDALE-BROWARD CO. INTERNATIONAL ARPT-TOWER: Effect. Nov. 1, ctl twr will be cmsnd. Trans: 272 kc; 121.3. Rcvr: 3023.5 kc, 121.3, 121.5, 122.5 mc. VOice call: Fort Lauderdale Tower. Hrs of opern: 0700-2300. Class: CL. (9-22)

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18)

**FORT PIERCE ARPT: 212' (234'MSL) lgtd rdo twr erected 7 n mi W (260°T) at lat 27-26-54; long. 80-29-28. (9-28)

HOMESTEAD-RADIO: Hvy tfc E and W courses LR rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)

KEY WEST-MEACHAM FLD: Caution advised due to const of 600' extension to apch end Rnwy 8 in progress. (9-8)

MIAMI: Flights thru D-169 prohibited below 25,000' days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' - abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St., Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°-122° and 244° usable dist 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28R-10L closed for take-off and lndgs. (8-17)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between

FLORIDA: 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. AUGUSTINE ARPT: Effect. Oct. 12. arpt will be closed except Rnwy 6-24 for emerg opern. (10-17)

ST. PETERSBURG-WHITTED/CGAS ARPT: Const. S of arpt. (6-16)

**STUART-WITHAM ARPT: 212' (228'MSL) lgtd rdo twr erected 3.9 n mi W (275°T) at lat 27-10-26; long. 80-18-11. (9-28)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)

✱TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only. Correct LF rng lat 27-53-19; long. 82-29-29. Correct VOR lat 27-54-46, long. 82-44-60. (9-20)

TAMPA INTERNATIONAL ARPT-TOWER: Sept. 13, ILS lclzr and glide slope shut down for approx 3 weeks - installation new monitor equip.

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.5 n mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adj to following courses: 20°,85°,205°,279°, 320° from stn. (6-5)

ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn.

**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat 33-47-36; long. 84-24-22. (8-14)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat. Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Intensive student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

**MACON-COCHRAN FLD: 205' (573'MSL) lgtd rdo twr erected 4 n mi S (180°T) at lat. 32-36-56; long. 83-38-55. (9-28) Arpt bcn inop. (8-4)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.

SANDERSVILLE-WASHINGTON COUNTY ARPT: NW/SE strip lgtd dusk-dawn. (6-29)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

✱VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10) USAF VHF/DF opers 0700-2200 daily. (10-1)

VALDOSTA-MOODY AFB: Effect Oct 17, Moody AFB Warning Area W-470, described as follows: NE corner, lat 29-40-00; long. 83-59-00; SE corner lat 28-56-00; long. 83-31-00; SW lat 28-37-00; long. 84-11-00; NW lat 29-20-30; long. 84-40-00. Altitude: Surface to unlimited. Hrs opern: Daylgt only. Use: air-to-air gunnery. Controlling Agency: Moody AFB.

IDAHO: BOISE AIR TERMINAL-TOWER: Aug 31, ILS shut down until approx Oct 15-modernization. (8-31)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-10)

DANIELS, BCN SITE 10,, SLC-GTF: Soon bcn site will be discontd. (8-23)

** FISH LAKE USFS ARPT: Closed until June 1955. (10-4) Data rcvd too late for inclusion Arpt Directory.

MALAD CITY-RADIO: VOR usable dist 0°-20° and 50°-60°, 35 n mi at 12,000'. (3-9)

IDAHO: MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Trng. status. (7-7)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30-Caution.
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop.
CENTRALIA ARPT: N/S gravel strip under const - use caution. (1-21)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260° T) at lat 39-59-56, long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 35 n mi and 110°-250°, 39 n mi. DME coverage 151°-285°, 35 n mi at 2000'. Soon, VOR will be shut down until approx Oct 15 - modernization. (9-10)
CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 13 knots clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 17.4 knots and/or gusts above 17.4 knots clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 21.7 knots clsd to all acft. Equip. E side of rnwy. (6-14)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acft parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTERNATIONAL FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg, also ramp area N of Tiger-Slick hangar. (5-21)
KEWANEE ARPT: Arpt under construction - Strip being resurfaced - ridges of dirt on both sides. (8-11)
MARION AIRPARK: Closed. (7-12)
MOLINE-ARPT-TOWER: About Oct 15, non-apch ctl twr and combined stn will be cmsnd. Twr trans: 332 kc; 118.5, 121.5, 257.8 mc. Rcvs: 3023.5 kc; 122.5, 118.5, 121.5, 257.8 mc. Trans & rcvr 121.9 mc for ctl of mobile gnd tfc. Class: C(g). (9-29)
NAPERVILLE-RADIO: Sept 13, VOR shut down for modernization.
PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)
INDIANA: AUBURN ARPT: 856' (1723' MSL) TV twr located 3 n mi SSE (167° T) at lat 41-20-09, long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF range twrs lctd 4.9 n mi N no longer obstruction lighted. (7-7)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200'-ngt operns. 1600' extension not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - const all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Moder C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndt FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxi-way from SF hangar to the turning ramp. (8-13)

INDIANA: LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-act firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to five n mi from stn.
TERRE HAUTE-HULMAN ARPT: SE taxiway clsd from SE apch end to intsxn NE/SW rnwy. NE/SW Rnwy clsd-const. NE taxiway clsd. (9-16)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp on Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68° T) at lat 42-34-27, long. 96-22-11. (7-14)
KANSAS: AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
**EL DORADO ARPT: 198' (1600' MSL) lgtd guyed twr erected 1.7 n mi N (15° T) at lat 37-48-26, long. 96-48-00. (6-24)
**FORT SCOTT ARPT: 205' rdo twr will be erected 2.6 n mi E (80° T) at lat 37-48-42, long. 94-42-39. (7-9)
GREAT BEND ARPT: 1006' TV twr under const 5.6 n mi NE (46° T) at lat 38-25-54, long. 98-46-24. (9-17) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movements of acft durg this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (9-15)
HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd until approx Nov 15.
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier located both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - reparis. (8-28)
RUSSEL ARPT: 50' wide black top center strip 35-17 clsd - use sod portion. (6-1)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 n mi on inbound headings 160°-230° due to interference Ponca City, Okla H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (4-29)
**WICHITA ARPT: 1079' 2449' MSL) lgtd TV twr being erected 8.7 n mi NW(328° T) at lat 37-46-54, long. 97-31-10. (7-27)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna Fld. Call McConnel twr 122.5 mc. Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit: 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR NW visual course displacement ± to 6 n mi and SE visual course 2 to 3 n mi from stn. (12-[illegible]) Sept 27, VAR shut down for approx 2 weeks - modernization. (9-27)

DANVILLE-GOODALL FLD: E end of field under construction. (11-12)

FORT KNOX-SPECIAL NOTICE: 11 mi NW(±3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unabel to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

**MAYSVILLE: 199' rdo stn WFTM code bcn inop. (9-22)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected ±.3 n mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)

BATON ROUGE-RYAN ARPT-TOWER: ILS glide slope out of service - installation new monitor equip. (9-17) FLD: Effect Sept 6, Rnwy 13-31 and center and North taxiways closed. Rnwy 35 - 4450' avail. Rnwy 17 - 4100' avail. (9-3)

HAMMOND ARPT: Bcn inop. (5-25)

**MARKSVILLE ARPT: 202' (282' MSL) rdo twr completed 2 n mi NE (27°T) at lat 31-07-21; long. 92-03-07. (9-23)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150° 35 n mi at 1500'. (7-2)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop.. (10-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 7.2 n mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: Soon, radar arrival control
** will be inaugurated. (8-30) FLD: Rdo stn WWL bcn on N twr is neon bcn with standard 300 MM code bcn. Lctd 1.7 n mi N at lat 30-02-16, long. 90-14-37. (9-21)

SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.

WELSH ARPT: E/W rnwy closed - repairs. (9-28)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt. (6-7) About Oct 4, LF rng SE course will be changed from 309° to 319°; NW course from 129° to 139°. (9-15)

BANGOR-RADIO: VOR radials usable dist clockwise 060°-50°, 17 n mi; 50°-240°, 26 n mi; 240° - 360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500' LF rng inop. (9-3)

★BANGOR-DOW AFB-RADIO: USAF VHF/DF call changed to Dow Homer. No longer trans & rcvs 121.5 mc. (9-21)

LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000' due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. (9-8)

PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi 290°-30°, 30 n mi at min instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section;

MARYLAND: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: VOR usable dist 35 n mi at min en route instr alt.

BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W

MARYLAND: Taxiway and Rnwy 10.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from Rnwys 4L and 33. (10-2)Takeoffs NE Rnwy 4L & lndgs in SW Rnwy 22R prohibited.

BOSTON-REVERE ARPT: Lgtd 40' boom-workingend Rnwys 13 and 15. (7-23)

EASTON-AMES FLD: Equip on fld. (8-13)

HYANNIS-BARNSTABLE ARPT: 100' temp. twr erected tip Pt. Gammon 2.6 n mi SSE.(7-30)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inop. (6-28)

ORANGE ARPT: Closed 1200-1700 for sport car racing Oct 24, marker will be displayed.

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)

BATTLE CREEK-KELLOGG FLD: Equip on fld-days.

BIG BEAVER ARPT: N/S Strip not maintained. (8-26)

**CADILLAC ARPT: 1202' (2988' MSL) lgtd twr erected 9 n mi SSE (153°T) at lat 44-08-12; long. 85-20-33. (9-21)

DETROIT-RADIO: DME coverage 260°-290°, 35 nmi at min en route alt. (6-11)

**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59; long. 83-12-20. (7-23) Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end rnwy 2.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 11-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 11-32 avail for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip on fld days.

EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 18R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

**KALAMAZOO ARPT: 955' (1910'MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-49. (7-18)

LANSING-RADIO: About Oct 4, LF rng will oper at a reduced power output of 100 watts for approx 10 days. (9-10)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and multi-engine acft over 10,000 lbs. gross wt. (8-27)

**PELLSTON-EMMET CO. ARPT: 153' lgtd twr lctd NW edge city limits at lat 42-36-30; long. 84-35-30. (9-11)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

MICHIGAN: TECUMSEH ARPT: New arpt-under construction. 4 s mi NE. Lat 42-02; long., 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (10-23)

★DULUTH ARPT-TOWER: Oct 4, UHF/DF 275.8 mc and 255.4 mc comm. FLD: 584'(1828' MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784'MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe. (7-8)

**GRAND RAPIDS-OTIS LODGE SEAPLANE BASE: Elevation: 1329'.

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST.PAUL INTERNATIONAL ARPT-TOWER: About Oct 4, PAR will be shut down until approx Oct 25 - modification. FLD: Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

ROCHESTER-RADIO: DME coverage 200°-245°, 35 n mi at min en route alt. (7-6) About Oct 15, trans & rcvr 255.4 mc will be cmsnd. (9-27)

ROCHESTER ARPT-TOWER: About Oct 15, trans & rcvr 257.8 mc will be cmsnd. (9-27)

**SOUTH ST. PAUL ARPT: 297' (1197' MSL) lgtd twr erected 6 n mi S (180°T) at lat.44-46-00 long. 93-02-30. (9-18)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800. (6-30)

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' over N/S Rnwy. No lndgs, 30 mi pat. in use. Three acft in pat - one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)

CARTHAGE-MYERS PARK MEMORIAL ARPT: NE/SW Strip closed - repairs. (9-14)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt.Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat 38-41-28; long 92-05-43. (9-29)600' E end E/W and 500' N end N/S Rnwys clsd.

JOPLIN-RADIO: About Nov 1, ILS glide slope will be shut down until approx Nov. 12 - repairs.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiple structure and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of field, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

ST. LOUIS-LAMBERT FLD:Silos and trees 1700' apch end Rnwy 30,unlgtd and unmarked. Shoulders soft. Caution-rnwy apchs rough and unusable.Grass area clsd.Const on fld-mrkd. Use rnwys and taxi strip only. (8-27) 679' TV twr being erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09. (7-16)

MISSOURI: ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

SEYMOUR-OWEN FLD: Caution-Const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000; 85°-100° 17 n mi at 10,000';100°-125°, 26 n mi at 10,000'; 125°-185°,26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: VOR and DME coverage 317°-352°,35 n mi at 9000'; 352°-20°, 35 n mi at 10,500';20°-68°,26 n mi at 10,500';68°-80°,35 n mi at 10,500';80°-118°,43 n mi at 10,500'; 118°-135°,35 n mi at 11,000';135°-157°,43 n mi at 11,500'; 157°-164°,35 n mi at 11,000'; 164°-176°,26 n mi at 11,000'; 176°-198°,17 n mi at 10,500'; 198°-220°,26 n mi at 11,000'; 220°-248°,35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000';264°-317°,35 n mi at 11,000'.

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi - 55°-70°,26n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi - 150°-260°, 26 n mi at 10,000 ; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end appch ENE/WSW Strip.(8-13)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. (5-21) Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

**POLSON ARPT: No fuel, unattended. Data rcvd too late for inclusion Arpt Directory.(10-4)

ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277° 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

GRAND ISLAND ARPT: Caution - men, equip on Rnwy 12-30, daylgt hrs until approx Dec. 1. (9-29)

HASTINGS ARPT: Extreme caution, shoulders ruf - soft when wet. Use rnwys, strips.(9-13)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

OMAHA ARPT-TOWER: About Oct 26, ILS will be shut down for approx 3 days-modification Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin. Bldg.--tower under const. (6-11)

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

RUSHVILLE-MODISETT ARPT: Caution-bales of hay on airport and runways. (7-29)

SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

NEVADA: ELKO ARPT: Runway 12-30 closed-construction. (7-30)
ELY ARPT: Const. on apron. (9-2)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'. (10-15)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5° 35 n mi at 12,000'. (5-6)
MORMON MESA-RADIO: DME coverage 65°-080°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO ARPT: Rnwy 16-34 clsd-const., acft parked on S 3000'. (9-2)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000' DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-15°, 43 n mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
MANCHESTER-GRENIER AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Call: Homer. Trng Status. (9-16)
MERRIMACK-DANIEL WEBSTER ARPT: Closed. (6-25)
NASHUA-BOIRE FLD: Caution,banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed-construction. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 200°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts.-mrkd. (7-28) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the West.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution
NEW JERSEY: taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as R nwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 40' boom adj all rnwys-days only. (7-6)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Rd before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod.
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quad below 16,000'. (9-24)
ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution-lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt if necessary, due to hvy const. Occasionally only 5,000' of rnwy may be avail for lndg. (9-3) Rnwy 8-26 clsd until Feb 15, 1955; Rnwy 17-35 closed until Dec 15, 1954.(9-14) Rstd acft OFL BUS ONLY until Feb. 15, 1955. (9-27)
CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)
FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat 32-57-28; long. 103-21-13. (9-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45 long, 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'MSL. VOR has moderate scalloping SW quad.
NEW YORK: BINGHAMTON-RADIO: About Nov 5, H fac will be cmsnd. Freq: 317 kc. Ident: BFM. Lctd at lat 42-06-17; long. 75-53-29; 7.93 mi from apch end Rnwy 34. (10-1)
BINGHAMTON-BROOME COUNTY ARPT-TOWER: About Nov 4, ILS LOM will be decmsnd.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New Field. Tentative opening date: Sept 15. Lat 40-55-09, long. 72-47-46. No. of rnwys: 2. Lngst rnwy & fac: 100-L6. This is an aircraft factory airport - not open to the public. (9-7)
★ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. (4-29)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between0°-96° and 118° - 167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167° - 206°, 297° - 0° and 96° - 118°. (10-1) USAF LF range splits on NE course beyond 30 n mi; slight multiples on SW course beyond 25 n mi. (2-5)

NEW YORK: NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S rnwy-land to W. (6-22)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower - highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. Effect. Sept 18, Ramp spot 5, 6 and 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via Taxiway B. Access to ramp spot 8 up to 25 will be via Taxiway C or E. Effect. Sept 20, ramp spot 4, closed - men and equip. - caution. (9-17)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad LOM auto. voice ident usable dist 9 n mi. All VFR acft inbound to La Guardia Arpt are requested to call on the apch ctl freq (119.9 mc) before entering the ctl zone. Pilots will receive pertinent lndg info on this freq and be advised when to ctc twr and on what freq. About Oct 13, ILS lclzr and glide slope will be shut down until approx Oct 27. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) Beginning about Oct 1, a fixed white lgt of high intensity will be operd in the E section of Flushing Meadow Park at lat 40-43-41, long. 73-50-03. The lgt will be operd during the hrs of darkness only when Rnwy 13 is being used for departing acft and will serve as a guide to direct departing acft along the centerline of Park Area. The lgt will be directed in a northerly direction and elevated approx 80° above the horizon. Oct 13 thru Oct 27 const on Rnwy 4-22. (10-1)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)

POUGHKEEPSIE-RADIO: DMF coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas. (1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Const on apch to Rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 10-28 closed; Rnwy 2-20 clsd S of E/W intersection. N/S taxistrip leading from midfield to Rnwy 2 closed. (9-13)

SPRING VALLEY-COUNTY ARPK: E/W Strip under const.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)

SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000', first 1000' of E end new extension closed. (5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8) Two 30' obst lgtd poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from ctl tower. (2-1)

NORTH CAROLINA: ★CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. Oct 4, twr freq 396 kc changed to 269 kc. These data rcvd too late for inclusion on ANRA page. FLD: Ctl twr atop new Admin Bldg not attended. Watch old twr for light signals. (6-8)

NORTH CAROLINA: **DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)

EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution-land on SE 50' of NE/SW strip.

ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked. About Oct 5, VOR and DME will be shut down until approx Nov 5 - modernization. (10-1)

GREENSBORO-RADIO: DMF coverage 140°-160°, 35 n mi at min en route alt. (9-30)

GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)

GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177° T) at lat 35-34-15, long. 77-22-49. (6-20)

**HARTSVILLE ARPT: 306' (676' MSL) lgtd rdo twr erected 9 n mi SW (243° T) at lat 34-21-25, long. 80-12-05. (9-28)

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (6-15)

RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)

WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses. About Oct 15, VAR will be decmsnd, concurrently VOR will be cmsnd at lat 34-21-03, long. 77-52-27. (9-17)

WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd-const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft. (5-28)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

FARGO-HECTOR FLD: Men-hvy equip. on E and NE portion of arpt-crossing rnwys occasionally. Bndry lgts inop. 165' (1072' MSL) lgtd twr erected 2.1 n mi SSE (155° T) at lat 46-52-54, long. 96-47-16. 195' (1100' MSL) lgtd grain elev erected 2.6 n mi SSW (210° T) at lat 46-52-15, long. 96-50-40. (10-1)

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)

**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35° T) at lat 47-05-29, long. 97-51-15. (7-22)

OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSE of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-1)

CINCINNATI ARPT: S side of fld soft during wet weather.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 2001 SE of Rnwy 18 unless such tfc remains onf fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-CUYAHOGA COUNTY ARPT: Caution-const E/W Taxiway - equip. on fld.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

(10-5-54)

OHIO: CLEVELAND-LAKEFRONT ARPT: Acft avoid clover leaf E end of arpt. Use new extension of Rnwy N of clover leaf. (9-4)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1600' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE. ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT-TOWER: Sept. 20, ILS lclzr and glide slope shut down until antenna modernization. FLD: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (9-17)
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT· N/S Rnwy and sod areas clsd.
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350° - 110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft when wet. .
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip. on fld. (10-1)
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
SOLON ARPT: S half of S Strip under construction--rough, do not use. (11-6)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.
TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
TOLEDO-EXPRESS ARPT-TOWER: About Oct 15, ILS compass lctrs will be placed in test opern and cmsnd about Dec. 1. LMM freq: 201 kc, ident: LX. Lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 275 kc. Ident: TL. Lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (9-16)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 120°-190°, 43 n mi at 2500'; 190°-210°, 43 n mi at 2200'; 210°-262°, 43 n mi at 2000'; 262°-278° 35 n mi at 2000'; 278°-120°, 43 n mi at 2000'. (4-29)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.
YOUNGSTOWN ARPT: Use rnwys and taxiways only. Under VFR conditions fighter type acft wighin 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: **ADA ARPT: P-line approx 2700' S will not be lgtd. (9-24)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd. (5-26)
GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**OKLAHOMA CITY-WILEY POST ARPT: 1572' lighted tower located 3 n mi SE is completed. (9-2)
OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)
**OKMULGEE ARPT: 719' (1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43; long. 95-46-01. (9-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between markers. Glide
**OKLAHOMA slope restricted to use on approaches to MM. (9-14) FLD: 1135' (2147'MSL) TV twr erected 9.1 n mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. (7-22)

OREGON: AURORA FLIGHT STRIP: Automobile drag races to be conducted during daylight hours October 10. (5-28)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9,000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE-MAHLON SWEET FLD-RADIO: Aug. 25, ILS shut down until approx Oct 25 - modernization.
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E - long. 119-29-20; S - lat 45-49-40; W-long. 119-30-47.
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT-TOWER: VHF/DF steers unreliable 270°-360° below 10,000'; 360°-090° below 11,000'; 090°-270° below 11,500'. (8-11) FLD: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Sept 28, VOR shut down for approx 15 days - major repairs. (9-13)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow areas imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY FLD-TOWER: ILS glide slope inoperative, acct intefering obstructions. FLD: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with the Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29)
**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel Hangar. (2-4)
AMBLER-WINGS FLD: N/S Rnwy closed. Const on fld. (9-30)
BRISTOL-3M AIRPORT: Caution-const equip. on S apch N/S Rnwy-hazardous. (10-29)
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF range. (6-17)
CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000', 43 n mi all other Victor Arwys, 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

PENNSYLVANIA: HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6)

HAZELTON-REIFENBERG ARPT: Irregularly attended-no service avail. (7-20)

JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat. 40-00, long. 78-50-04. Variation: 6°W. Elev: 2279. MSL. Monitoring category (I). Vc. and monitoring from Altoona, Pa. INSACS. Class; BVOR-DTV. (8-14)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT-TOWER: Tfc ctld from twr on old terminal bldg lctd on E bndry of arptl. All lgt signals and radio instructions emanating from this point until further advised. Ctl twr mrkd with international orange roof. FLD: Use paved areas only. Due to non-visibility twr unable to ctl tfc first 100' apch end rnwy 22, SE cargo ramp W of pier A and 1000' of taxiway serving Rnwy 9. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 13 knots, not usable under other conditions xcpt in emerg. Artificial lake 0.4 n mi wide; 1.7 n mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Unlgtd water twr under const 3200' NE apch end of Rnwy 22, 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, marked days. (6-29)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10. Rnwy 15-33 closed, const. (9-30)

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: Sept. 14, ILS lclzr, glide slope, MM and OM shut down until approx Dec. 15- rnwy const. (9-14) Nov.1, twr hrs of opern will be 0700-2300. (10-1) FLD: Due to perm non-visibility twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const. N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white centerline- extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwys 12-30 and 5-23 closed entire length. (9-13)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500' 180°-215°, 35 n mi at 3500', 215°-255°, 35 n mi at 4000', 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000', 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution, const. Men and equipment on fld. (5-26)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng. VOR has excessive bends at min en route instr alt on V58 and V106 from 20 to 4 mi from stn. (9-30)

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys.

WILLIAMSPORT ARPT: Do not use Rnwy 10-28. (6-22)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Construction equip on fld. No crash or communication facs. Not safe to land. (7-30)

CALHOUN FALLS-BENTLEY ARPT: Closed. (3-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162° clockwise thru 188° from stn. Lgt to moderate course roughness on all courses. (6-5)

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE at lat. 32-47-53, long. 79-53-51. (7-22)

SOUTH CAROLINA: COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. DME coverage 30° to 270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' twr erected 4.3 n mi N (180°) at lat. 34-16-13, long. 79-43-39.

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE-BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRLTE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

**ROCK HILL-RODDEY ARPT: 181' (924'MSL) lgtd rdo twr erected 13 n mi E (92°T) at lat 34-53-14, long. 80-46-59. (9-28)

SUMTER ARPT: Const started on new school bldg lctd NW corner- not marked.

SOUTH DAKOTA EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**PARKER ARPT: 214' (1934'MSL) lgtd steel twr erected 15 nmi SW (230°) at lat. 43-15, long. 97-24. (9-25)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

SISSETON ARPT: Rotating beacon inop. (8-11)

**WATERTOWN ARPT: 214' (2124' MSL) lgtd steel twr being erected 30 n mi NNW (285°T) at lat. 45-03-30, long. 97-50-45. (9-22)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (5-25)

BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to fld. Sept. 27, ILS glide slope shut down for approx 3 weeks-installation new equip. Effect. Oct. 15, twr service will be avail 24 hour basis.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18-modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn out of service-modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone. (9-10)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course distrubance in mountainous areas. (5-7)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi. (6-17)

MEMPHIS ARPT-TOWER: Oct. 4, ILS glide slope shut down for relctn to 2125' E of W end of E/W Rnwy and 350' S of the centerline of E/W Rnwy. Lat. 35-03-26, long. 89-58-42. ASR will continue to issue distance values in statute miles in connection with radar control.

(10-5-54)

TENNESSEE: NASHVILLE-RADIO: VOR has slight course roughness between 70°-120°. DME coverage 165°-270°, 35 n mi at min en route alt. (6-15)

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DMF coverage 195°-215°, 35 n mi at 4000'. (6-21)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO ARPT-TOWER: Sept 29, ILS lclzr and glide slope shut down until approx Oct 9.

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270° clockwise thru 340° moderate to severe bends. Caution advised. (1-22) DMF coverage 130°-190°, 35 n mi at 4000'

**BIG SPRING-HAMILTON ARPT: 300' (3040' MSL) lgtd rdo twr erected 4 n mi S (190° T) at lat 32-13-55, long. 101-28-56. (9-24) Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT. Caution - NW/SE Rnwy clsd - const. (1-28)

CHILDRESS-RADIO: VOR radials 10° thru 40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DMF coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk.

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500', 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Nov. 15.

** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12) Extensive const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const-daylgt hrs., men and equip. on fld lgtd-ngts. Two ILS glide path bldgs lctd 1000 and 2000 feet NW end Rnwy 13; 400' SW of center of rnwy. - unlgtd. (6-2)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 n mi. (11-26)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500', 265°-360°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT. Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Sept 1, neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equip. on fld daylgt hrs. (8-3)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)

**FT. WORTH-RUSSELL ARPT. 250' (835' MSL) lgtd rdo twr erected 4 n mi NW (320° T) at lat 32-43-50, long. 97-21-45. (9-24)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Aryw 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley, U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Gastroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

TEXAS: HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 12.2 n mi E.

**HOUSTON INTERNATIONAL ARPT. 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

★LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500', 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700', 335°-015°, 35 n mi at 2000'; 15°-60°, 35 n mi at 1700', 60°-125°, 35 n mi at 1500'; (6-22) Correct VOR lat 31-09-44, long. 94-43-00. (9-20)

**MARSHALL-HARRISON CO. ARPT: 219' (410' MSL) lgt water tank 12 n mi NE (40° T) at lat 32-41, long 94-08, is completed. (9-27)

McALLEN-MILLER ARPTL Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)

MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2)

MIDLAND AIR TERMINAL-TOWER: About Oct 6, ILS glide slope will be shut down until approx Nov. 1. (9-21)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

POTEET ARPT: Closed - construction. (11-20)

QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi at all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt F/W strip-usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000', 250°-290°, 43 n mi at 8500'; 290°-014°, 43 n mi at 9000', 015°-045°, 26 n mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' MSL in all quads. (12-22)

SAN ANTONIO-STINSON FLD: Lgt gun will opern Sat and Sun., 0900-1900. (3-12)

SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' MSL all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: Soon, freq 206 kc will be changed to 272 kc. (9-16)

VICTORIA COUNTY ARPT: Lgtd oil well derrick erected 350' from centerline of any Rnwy.

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger Areas 219 and 443 not certified. (6-9)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only. (8-4)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000', 172°-190°, 26 n mi at 13,000'. (4-28)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi, 235°-330°, 35 n mi at min en route alt. DME coverage 40°-100°, 17 n mi at 13,000', 120°-160°, 43 n mi at 13,000', 160°-210°, 43 n mi at 10,000', 210°-230°, 43 n mi at 12,000', 230°-310°, 43 n mi at 12,000', 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000' (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000', (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350° VOR usable coverage this area, 17 n mi at 6500', 30 n mi at 11,000' (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000', 340°-20°, 26 n mi at 12,000'. (5-10)

SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwy 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)

UTAH: WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000; (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel.Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed, obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. (1-15)

BURLINGTON ARPT: Two temp. lgtd 51' rdo twrs 1150' NE of intsxns Rnwys 15-33 and 1-19. (6-8) Rnwy 15-33 closed to all tfc during daylgt hrs except jets and scheduled 4 eng acft thru Oct. 15. (9-29)

SPRINGFIELD-HARTNESS ARPT: S side of E/W Rnwy under const, 2000 x 75 ft. avail for lndgs. No serv, facs. (9-27)

VIRGINIA: BLACKSTONE-RADIO: About Oct 26, NE course LF rng will be realigned from 250° to 272°. (9-17)

**BRISTOL ARPT: Abandoned. (8-2)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

CHINCOTEAGUE NAAS-RADIO: About Oct 26, S course LF rng will be realigned from 8° to 35°, N course from 188° to 215°. (9-17)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 40001.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (7-1)

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad. About Oct 18,VOR will be shut down for approx 3 days

LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)

**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 N mi SW (223°T) at lat. 37-11-50; long. 79-21-07. (9-23)Signal for below VFR wea minimums inop. ngts. (7-6)

MONTBELLO-RADIO: DME coverage 210°-90°,43 n mi at 6000'; 90°-150°,43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK ARPT-TOWER: About Oct 11, ASR will be shut down until approx Oct 25 - modernization. All radar procedures suspended for this period. (9-20) ASR PPI apchs not avail to Rnwy 22, 31, 13. (8-6)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)

RICHMOND-RADIO: About Oct 26, SE course LF rng will be realigned from 310° to 303°.

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)

EPHRATA-RADIO: DME and VOR coverage;124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'. USAF UHF/DF steers unreliable 160°-310° clockwise below 7000'; 025°-098° below 9000' due terrain limitatio ns.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)

WASHINGTON: OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.

**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43; long. 122-32-32. (7-26)

PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc out of service. (9-17)

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1000'. (9-28)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Sept 17, ILS LOM shut down for modernization; OM shut down indefinitely. (9-17) About Oct 6, ILS glide slope will be shut down for 4 days - major repairs. (10-4)

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N 26 n mi each.

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7,000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000', 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'. (4-20)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 9 n mi with flyable bends. FLD: Caution--construction on ramp N of control tower. Mil acft parked adjacent to taxiway between Rnwy 20 and control tower. Men and equipment working on appchs to Rnwy 2-20. (9-24)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEM'L ARPT: 4 poles supporting obstn lgts extending 25' above tree tops from E end E/W Rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)

**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long. 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yds from Rnwy 31 on right side edge taxiway leading from ramp. (9-16)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)

MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to 5° in excess of tolerance from azimuth angles 95°-125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220°-245°.(8-10) Sept 21, VOR shut down until approx Oct 7, - modernization. (10-1)

JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)

MADISON-TRUAX FLD-TOWER: Caution- twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22,26,31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head appchs at 2300' MSL. (3-30) Overrun lgts S end Rnwy 18-36 inop. (9-1)

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi; at min en route alt. (6-11)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: July 26, VHF/DF recmsnd, not flgt-checked at combined stn/twr. (8-5) About Oct 15, ASR will be cmsnd. (9-27) FLD: Rnwy 13-31 clsd, Rnwy 6-24 clsd 0700-1700. (8-10)

(10-5-54)

WISCONSIN: NEENAH-VALLEY ARPT. N/S Strip clsd-golf driving range, roadway on end.
RHINELANDER-ONEIDA COUNTY ARPT. Grading and paving NW/SE Strip. Men and equip. on fld. (6-22)
SIREN-BURNETT COUNTY ARPT. All lgtg fac inop. (10-1)
WATERTOWN ARPT. NE/SW Strip clsd-const. (5-21)
WAUKESHA-COUNTY ARPT. Caution-E, W Strip closed, Sept 26. (9-9)
WYOMING: CASPER-RADIO Sept 28, ILS lclzr and glide slope shut down until approx Oct. 13-modernization. ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.
CHEYENNE ARPT. Clsd to transient jet acft, except in emergencies.
GILLETTE ARPT. 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO. DME coverage 155°-225°, 35 n mi at 15,000', 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD. Caution deer on fld. (6-29)
ROCK RIVER-RADIO. DME coverage 360°-40°, 43 n mi at 11,000', 40°-110°, 43 n mi at 11,300', 110°-160°, 43 n mi at 11,000' 160°-230°, 43 n mi at 15,000' 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS ARPT. Caution-first 500' NW end NW/SE Rnwy clsd-marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150 and 280° moderate course roughness exists in mountainous area (4-26)

Dates on Instrument Approach and Landing Charts

The Coast and Geodetic Survey is now publishing Instrument Approach and Landing Charts prior to the effective date if they portray a new or revised procedure. This is done in order to provide users with charts by the effective date of the procedure. These charts carry the effective date of the new procedure and therefore are dated in advance. Pilots are cautioned to retain and use current editions up to the date appearing on the new chart.

If for any reason there is a delay or advance in the effective date of the new procedure, an appropriate NOTAM will be issued to that effect.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods. (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface, or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of October 5, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal) 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn
Anderson, S. C
Anthony, Kans., 24, AMA-MKC
Arcata, Calif
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash
Billings, Mont
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont
Livingston, Mont
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo
North Bend, Oregon
Oakland, Calif
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz
Presque Isle, Maine., AFB
Raleigh, N C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St Louis, Mo., Lambert
Salina, Kans
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No 1
San Diego, Calif., Montgomery
San Francisco, Calif San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Uktah, Calif
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB
Terre Haute, Ind., Hulman Field
Butler, Mo.
Farmington, Mo.
Massena, N. Y., Richards Fld.
Plattsburg, N.Y., Municipal

GROUND

Aberdeen, S. Dak., (Saunders)

Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark
Thermal, Calif
Toledo, Ohio, Municipal
Truth or Consequencea, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.
South Bend, Ind., St. Joseph Co.
Springfield, Mo., Municipal
Detroit, Mich., Willow Run
Duluth, Minn.

(10-5-54)

Revisions to Instrument Approach Procedures

NOTICE: **Starting with Vol 9 #11, (8-10-54) the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. Below are the ones contained in this issue. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less- 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2 engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.**

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
AKRON, OHIO Akron Airport 1051 SBMRLZ-DTV AKR Procedure No. 1 Effective date: 11/12/54 Amdt. No. 3 Supersedes amdt. No. 0-2 dated 5/22/54 Major changes: Procedure turn distance extended. Night minimums revised.				W side S course 201 - outbnd 021 - inbnd 2300' - within 15 mi	1800	077 0.2	2 engine or less T-dn C-d C-n A-dn More than 2 engine T-dn C-dn A-dn	400-1 600-1 600-1.5 800-2	400-1 600-1.5 600-1.5 800-2 400-1 700-1.5 800-2	Within 0.2 miles...climb to 2500' on north course of Akron LFR within 15 miles. Note: Procedure turn conducted west to avoid traffic at Akron-Canton, Ohio.
Procedure No. 2 Effective date: 11/12/54 Amdt. No. - original				S side W course 290 - outbnd 110 - inbnd 2500' - within 15 mi	2000	077 0.2	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	400-1 700-1 800-2	400-1 700-1.5 800-2 400-1 700-1.5 800-2	Within 0.2 miles...climb to 2500' on north course of Akron LFR within 15 miles.
ATLANTA, GEORGIA Atlanta Airport 1024 SBRAZ - VDTX Procedure No. 1 Amendment No. 11 Effective date: 11/12/54 Supersedes Amend. No. 10 dated 6/19/54 Major changes: Lower DC-3 landing minima.	Atlanta VOR Campbellton LFR Stone Mt. MF Adams Int.	028 9.0 099 16.0 235 18.0 154 8.0	2100 2200 2200 2200	E side SE crs 144 - outbnd 324 - inbnd 2200' - within 10 mi	1700	314 1.5	2 engine or less T-dn C-dn S-33 dn More than 2 engine T-dn C-dn S-33 dn All aircraft A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 200-0.5 500-1.5 400-1 800-2	Within 1.5 miles climb to 2500' and proceed to CPN LFR via the NE crs. CPN LFR. Caution: 1182' tower 0.75 mile W.
BUTTE, MONTANA Butte Airport 5554 SBRAZ-DTV HIA (Whitehall LFR) Procedure No. 1 Amendment: original Effective date: 9/23/54				Procedure turn: None Final approach crs: Northwest 275 - outbnd 095 - inbnd	Home stake FM (final) 9500	275 4.0 Home stake FM to airport	2- engine or less T-d T-n C-d C-n A-d A-n More than 2-engine T-d T-n C-d C-n A-d A-n	1500-1 1500-2 2500-1 2500-2 2500-1 2500-2	1500-1 1500-2 2500-1 2500-2 2500-1 2500-2 1500-1 1500-2 2500-1.5 2500-2 2500-1.5 2500-2	Within 4.0 miles after passing Homestake FM execute climbing left turn, return to Whitehall LFR via the NW crs at 10,000 feet.
KNOXVILLE, TENN. McGhee-Tyson Airport 969 SBRAZ - VDT - TYS Procedure No. 1 Amendment No. 10 Effective date: 11/19/54 Major changes: Change procedure turn to West (standard). Add Caution Note. Supersedes Amendment M-9, dated 8/21/54.	Piedmont FM Tallassee FM Inskip FM (final)* Knoxville-BVOR	243 23.0 012 23.0 174 11.0 230 5.0	2400 2500 2000 2400	W side N crs 354 - outbnd 174 - inbnd 3000' - within 10 mi	2000 *	197 2.7	2 engine or less T-dn C-d C-n S-22L d n A-dn More than 2 engine T-dn C-dn S-22L dn A-dn	300-1 500-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2 200-0.5 500-1.5 500-1.5 800-2	Within 2.7 miles climb to 3000' on W (250°) crs within 25 miles. *Caution: Do not descend on final below 2500' until on-course inbound.
SHREVEPORT, LA. Greater Shreveport Airport 251 SBRAZ - DTV - SHV Procedure No. 1 Amendment M-3 Effective date: 11/19/54 Supersedes Amdt. M-2 dated 4/23/53 Major Changes: Lowers visibility minimums, deletes reference to Dixie FM. Raises final approach altitude over SHV LFR. Lowers No. 1 missed approach altitude. Removes T.O. restrictions.	Dixie MHW (final) Shreveport VOR	146 10.0 159 14.0	1100 1700	*E side NW crs 326 - outbnd 146 - inbnd 1700' - within 10 mi (Beyond 10 mi NA)	1200	196 9.0	2 engine or less T-dn C-d C-n A-dn More then 2 engine T-dn C-d C-n A-dn	300-1 600-1 600-2 800-2	300-1 600-1 600-2 800-2 200-0.5 600-1.5 600-2 800-2	Within 9.0 miles, turn left, climb to 1400' on crs of 135° intercept and proceed south on S crs of SHV LFR within 25 mi, or when directed by ATC, climb to 1500' intercept and proceed SW on SW crs of BAD LFR within 25 miles. *Turn non-standard due ATC.

(10-5-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST	MIN. ALT	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
PITTSBURGH, PA. Allegheny County Arpt. 1252 Rbn MKP Effective date: 11/19/54 Amdt. No. 4 Supersedes Amdt. No. 3 (Comb. ILS-ADF) dated 12/8/53 Major Changes: Includes transitions from Parkway MH and Butler MH.	Pittsburgh LFR	091 8.0	2600	N side of crs 095 - outbnd 275 - inbnd 2600' - within 10 mi	2600	275 6.3	2 engine or less T-dn C-dn S-dn 28 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	Within 6.3 miles...climb to 2500' proceeding to Cecil MH.
	Mount Pleasant Int.	322 17.0	2500				More than 2 engine T-dn C-dn S-dn 28 A-dn		200-0.5 500-1.5 500-1 800-2	
	New Alexandria MH	263 23.0	2600							
	Butler MH	166 25.0	2900							
	Parkway MH	118 23.0	2900							
VERO BEACH, FLA. Vero Beach Airport 25 BMH-VRB Procedure No. 1 Amendment No. 9 Effective date: 11/12/54 Major changes: Increase procedure turn altitude. Supersedes Amend. M-8, dated 3/25/54	Vero Beach VOR	111 4.5	1100	S side of crs 290 - outbnd 110 - inbnd 1200' - within 10 mi	600	On airport	2 - engine or less T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	Within 00 miles climb to 1200' on crs of 110° within 10 miles*. *Caution. Warning area beyond 10 miles.
							More than 2 engine T-dn C-dn A-dn		200-0.5 600-1.5 800-2	
WHITE SULPHUR SPRINGS, W. VA. Greenbriar Airport 1795 "H" SSU Hours of operation: 08:00 until sundown daily. Effective date: 11/12/54 Amdt: original Facility privately owned and operated	Lynchburg LFR	299 67.0	6000	N side of crs 050 - outbnd 230 - inbnd 4500' - within 10 mi	3900	At airport	2 - engine or less T-d T-n C-d C-n A-dn	1600-1 NA 2100-2 NA NA#	1600-1 NA 2100-2 NA NA#	Within 0.0 miles...proceed to red airway 37 on a crs of 230° climbing to 6000'. Hold on red airway 37 south of the 230° bearing from Greenbriar. Contact Roanoke radio for further clearance. Caution. High terrain to 3388' MSL within 2 miles of the airport. Contact Greenbriar Airport at least 10 miles out of traffic advisory information. #No weather reporting facilities at airport.
	Pulaski LFR	029 51.0	6000							
	Elkins LFR	202 84.0	6800							
	Int. 050 bearing to Greenbriar and Red Airway 37	050 13.0	6000							
	Montebello VOR	268 67.0	6000							

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST	MIN. ALT	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
KNOXVILLE, TENN. McGhee-Tyson Airport 989 BVOR - TYS Procedure No. 1 Amendment No. 1 Effective date: 11/19/54 Major Changes: Increase altitude from Inskip FM. Add note re. Final approach from Piedmont FM. Amends original Amdt. dated 8/21/54	Inskip FM	140 9.0	3000	N side of crs 063 - outbnd 243 - inbnd 3000' - within 10 mi	*1900 over VOR 1600 over Rockford Fix*	222 7.7 3.6	2- engine or less T-dn C-dn S-22R d n A-dn	300-1 500-1.5 500-1 500-1.5 800-2	300-1 500-1.5 500-1 500-1.5 800-2	Within 7.7 mi. after passing TYS BVOR climb to 3000' on crs of 250° within 25 miles. *Rockford Fix - Int. 222° final approach crs and 270° bearing to LFR. Descent below 1600' not authorized unless 270° bearing to LFR received. #Maintain 2400' until 6 miles past Piedmont FM.
	Piedmont FM (Final) #	243 18.0	1900				More than 2 engine T-dn C-dn S-22R d n A-dn		200-0.5 500-1.5 500-1 500-1.5 800-2	
	Knoxville LFR	050 5.0	2400							
VERO BEACH, FLA. Vero Beach, Airport 25 BVOR - VRB Procedure No. 1 Amendment No. 2 Effective date 11/12/54 Major changes: Increase procedure turn and final approach altitude due obstruction. Supersedes amendt. No. 1 dated 3/24/54	Vero Beach BMH	291 4.5	1100	S side of crs 290 - outbnd 110 - inbnd 1200' - within 10 mi	700	110 4.7	2 engine or less T-dn C-dn S-11 dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2*	Within 4.7 miles. climb to 1200' on crs of 110° within 10 miles* *Caution. Warning area beyond 10 miles. 156' tower 0.8 miles SE of airport.
							More than 2 engine T-dn C-dn S-11 dn A-dn		200-0.5 500-1.5 400-1 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(10-5-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: I SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ATLANTA, GA. Atlanta Airport 1024 ILS - ATL LOM - AT ILS & ADF Comb. Procedure No. 1 Amendment No. 15 Effective date: 11/12/54 Major changes: Lower DC-3 landing minima and glide slope not utilized minima. Supersedes Amend. No. 14, dated 6/17/54	Atlanta LFR	LOM	284 7.0	2200	S side W crs 268 - outbnd 088 - inbnd 2500' - within 10 mi	ILS 2450 ADF 1600 over LOM	2450 4.7	1320 0.6	2 engine or less T-dn C-dn S-9R ILS dn ADF dn More than 2 engine T-dn C-dn S-9R ILS dn ADF dn All aircraft A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 500-1 200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	Climb to 2200' on E crs ATL ILS or 4.7 miles after passing LOM (ADF) climb to 2200' on a course of 88° within 25 miles. 400-0.75 required when glide slope not utilized. Caution: 1182' tower 3/4 mile W.
	Atlanta VOR	OM	346 10.0	2200								
	Campbellton LFR	LOM	094 9.0	2100								
	Adams Int.	LOM	215 6.0	2300								
	Walnut Int.	LOM	311 20.0	2200								
	Madras Int.	LOM	033 19.0	2100								
Procedure No. 2 Amendment No. 2 Effective date: 11/12/54 Major Changes: Lower DC-3 landing minima. Supersedes Amend. No. 1 dated 6/17/54	Atlanta LFR	Forrest Int.	055 3.5	2100	S side E crs 088 - outbnd 268 - inbnd 2200' - within 10 mi	Forrest Int. 1700	Forrest Int. 3.5		2 engine or less T-dn C-dn S-27L dn More than 2 engine T-dn C-dn S-27L dn All aircraft A-dn	300-1 400-1 400-1 800-2	300-1 500-1 500-1 200-0.5 500-1.5 400-1 800-2	Climb to 2200' on W course ILS within 10 miles. Caution: 1182' tower 3/4 mile W.
	Atlanta VOR	"	035 12.0	2200								
	Campbellton LFR	"	091 18.0	2200								
	ILS - LOM	"	088 10.0	2200								
HOUSTON, TEXAS Municipal Airport 50 ILS - HOU LOM - OU Comb: ILS & ADF No. 1, amdt. M-13 Effective date: 11/19/54 Major changes: Remove G/S inop. restrictions. Revise transitions. Add ADF missed approach procedure	Houston VOR	OM	219 6.0	1200	S side SW crs 215 - outbnd 035 - inbnd 1300' - within 10 mi (NA beyond 10 mi)	ILS 1300 ADF 700 over LOM	1260 4.8	250 0.7	2 engine or less T-dn C-dn S-3 ILS ADF More than 2 engine. T-dn C-dn S-3 ILS ADF All Aircraft A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Climb to 1600' on NE crs. ILS within 25 miles or when directed by ATC turn left climb to 1700' on NW crs. HOU LFR or HOU VOR radial 305 within 25 miles. 4.8 miles after passing LOM (ADF) climb to 1600 on crs of 035 within 25 miles.
	Houston LFR	LOM	241 6.0	1200								
	Houston FM	LOM	168 8.0	1400								
	Arcola FM	ILS SW crs	015 5.0	1200								
	Monument Rbn	LOM	215 19.0	1400								
	Int. SE crs HOU LFR & 039° M bearing from PER Rbn	LOM	273 9.0	1200								
PITTSBURGH, PA. Allegheny County Airport 1252' ILS - AGC Rbn - MKP Comb. ILS - ADF Procedure No. 1 December 8, 1953 Amdt. No. M-3	ILS procedure cancelled Effective: 9/15/54 ADF procedure amended Effective: 11/19/54 (Amdt. No. 4)											

(10-5-54)

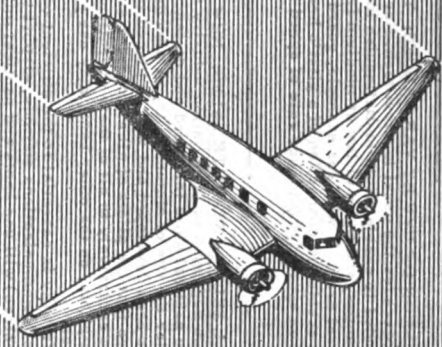
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

SPECIAL NOTICE
Temporary Airspace Reservations For Atlantic Fleet Exercises. p 3.

SPECIAL NOTICE
IFR FLIGHTS ABOVE 29,000'. See page 3.

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See pages 2 and 3

AIRMAN'S GUIDE



SPECIAL NOTICE
Hazardous Terrain Data On WAC 1278. See p. 6.

SPECIAL NOTICE
Dates on Coast and Geodetic A&L Charts: p 6

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 20

NOTICES TO AIRMEN PAGE 2

VOL. 9, NO. 16 . . . OCTOBER 19, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

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CIVIL AERONAUTICS ADMINISTRATION
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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) -.-. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953 (10-19-54)

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NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS - The following abbreviations have been adopted for use in the Airman's Guide: "n miles" or "n mi" for nautical miles; "s miles" or " s mi" for statute miles.

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

INSTRUMENT APPROACH PROCEDURES TO BE SOLD ON SPECIAL SUBSCRIPTION BASIS: Because of a demand for instrument approach information prior to publication in the Airman's Guide or Federal Register, the CAA has made arrangements for the issuance and distribution of individual copies of these procedures on a subscription basis to be delivered once each week. The annual subscription rate has been set at $125.00 per year. For each additional copy mailed to the same address, the annual subscription price will be $25.00. Checks should be made payable to the Treasurer of the United States and mailed to: Sales and Distribution Division, Room 6227, Commerce Department, Washington 25, D.C.

✓ IFR FLIGHTS ABOVE TWENTY-NINE THOUSAND FEET: Effective November 1, 1954, the odd-thousand foot altitude levels will be used for IFR flights above 29,000 feet unless prior coordination has been effected with air traffic control. This method of altitude assignment, adopted in conjunction with the military request for two thousand feet altitude separation for all flights at or above 30,000 feet, is designed to permit a more orderly and expeditious flow of air traffic within the airspace affected.

✓ RECORDED WEATHER INFORMATION ON ARCOLA, VIRGINIA, L/MF RANGE: On October 15, a continuous recorded voice broadcast of the latest available aviation weather and Notices to Airmen information was started over the Arcola, Virginia, L/MF range (233kcs). This is an experimental service sponsored jointly by the U.S. Weather Bureau and the Civil Aeronautics Administration. It is intended to improve the dissemination of weather and Notices to Airmen information through continuous broadcasting on the voice channels of certain navigational aids. The boardcast at Arcola contains flying weather forecasts for the area within 250 statute miles of Washington, radar weather reports, pilot's weather reports as available, reports of conditions observed by surrounding weather stations and Notices to Airmen concerning field conditions and radio aids. During the experimental period the service will be in operation during the hours 0600-1800 EST. This broadcast is interruptible for transmissions to specific aircraft desiring to obtain reply on this channel. Pilot comment on the new service is desired so that the form and content of the broadcast can be best suited to the needs of pilots. Comments may be sent to the Washington Office of the CAA (Office of Federal Airways) or to Chief, U. S. Weather Bureau, Washington.

✓ TEMPORARY AIRSPACE RESERVATIONS FOR ATLANTIC FLEET EXERCISES: The following temporary airspace reservations will be established as follows:

(a) 210001Z October to 032400Z November. From 45-30N 50W along the inner New York OAC boundary to 35N 73W to 35N 50W to origin. Sea level to 6,000.

(b) 140001Z November to 192400Z November. From 39N 73W along the inner boundaries of the New York and Miami OAC to 28N 78W to 28N 65W to 39N 65W to origin. Sea level to 6,000 and 23,000 to 40,000, excluding that area within a 100 n mi radius of Bermuda

(c) Special Notice exercise area within 100 n mi radius of 34-31-50N, 77-20W exclusive of Airways and the area west ofCivil Airway Amber 9 120401Z to 130400Z November and 140401Z to 210400Z November. Bogue Sound-Onslow Beach with air intercept simulated bombing and strafing from sea level to 35,000 feet. Hazardous to non-participating aircraft.

(d) Special Notice exercise area 140001Z November to 190500Z November. Air intercept, simulated bombing and strafing from sea level to 35,000 feet within the following area: From 32N 71W to 36-30N 74-30W to 34-20N 77-20W to 32-30N 78W to 29N 74W to origin. Hazardous to non-participating aircraft

(e) From 200500Z to 210500Z October; 100501Z to 190500Z November; 030500Z to 040500Z November; 200401Z to 210400Z November. From a point on the east coast of North Carolina at 36-20N to 36-20N 74-17W to 37-40N 74-17W thence west to coast line and along the coast to the point of origin. Sea level to 5,000 inclusive.

(f) From 200500Z to 210500Z October; 030500Z to 040500Z November; 100500Z to 110500Z November; 190500Z to 210500Z November. From a point 41N 70W to 40N 70W to 40N 72W to southern boundary control area extension 1169 thence along that boundary to 41-08N 70-24W thence to point of origin. Sea level to 4,000 feet.

(g) 190500Z to 230500Z October; 090500Z to 160500Z November. From a point 43N 65W to 40-43N 69-12W latitude and longitude, thence to South Island reporting point, thence to Cape May, thence along coastline to a point on the N.C. coast at 34-40N 77W, to 33N 77W, to 34N 73W, to 40N 65W, thence to point of origin. Sea level to 4,000 feet except control area extension surface to 2,000 feet inclusive.

(h) 250500Z October to 090500Z November. A point on the North Carolina coast 79W to 32N 79W, to 32N 76W, to 34N 74W to 37-40N 74W, thence west to coast line, thence along the coast to point of origin. Sea level to 4,000 except in control area extensions, surface to 2,000.

✓ LOCATION IDENTIFIERS: The following changes affects the use of location identifiers:

HEZ	Natchez, Miss., Adams County Airport (Change from REP NTZ AHZ)
HPA	Dallas, Texas, Highland Park Airport (Assignment)
HWY	Dallas, Texas, Highway 77 Airport (Assignment)
MPT	Mayport, Fla., ALF (Assignment)
NOT	Lutz, Fla., REP (Deletion)
OPK	Orchard Park, N. Y., AAF (Assignment)
PKC	Dallas, Texas, Park Cities Airport (Assignment)
ROA	Roanoke, Va., Woodrum Airport (Name change)
WRK	Dallas, Texas, White Rock Airport (Assignment)
GQ	Gananoque, Ont. (Assignment)

FLIGHTS INTO REMOTE AREAS OF CANADA: Information received by the Office of Aviation Safety indicates that U.S. pilots are desregarding fundamental safety considerations when flying into or over the remote areas of Canada The chief safety considerations being transgressed by U.S. pilots are: Failure to carry proper emergency equipment, failure to file a flight plan failure to notify proper authorities of any changes, and failure to close flight plans.

Prior to commencing a flight into unsettled territory, U. S. pilots should obtain advice and information on the emergency equipment and flight procedures from the nearest office of the Department of Transport, Civil Aviation Divsion. The addresses are:

District Superintendent
Air Regulations, 401 Winch Building
Vancouver B. C.

District Superintendent
Air Regulations, 260 Richmond St., W.
Toronto, Ontario

District Superintendent
Air Regulations, 320 Blowey Henry Building
Edmonton Alberta

District Superintendent
Air Regulations, Trans-Atlantic Building
Montreal Airport, Dorval, P. Q.

District Superintendent
Air Regulations 612 Power Building
Winnipeg Manitoba

District Superintendent
Air Regulations P.O. Box 42
Moncton, N. B.

Particulars given should include name of pilot and number of passengers, registration markings and type of aircraft radio equipment carried point of intended entry, itinerary and point of intended departure

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✓ FLIGHT INFORMATION MANUAL CORRECTION: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 21 under Florida change Pensacola CAA telephone number to read: HE 8-4390.

(2) Page 22, under Massachusetts change Boston WB telephone number to read: EA 7-4032, effective approximately November 15, 1954.

(3) Page 23 under North Carolina change Elizabeth City class to read: CAA instead of WB

(4) Page 23, under Montana, delete Custer CAA facility.

(5) Page 23, under Minnesota, change Minneapolis WB telephone number to read: DUpont 4635.

(6) Page 24, under Rhode Island, change Providence WB telephone number to read: REgent 7-3700.

(7) Page 25, under Washington, delete OFACS, and change to read: Seattle CAA telephone number CH-6701, CH-4200.

(8) Page 85, under "L" delete listing Logan Co. Sterling, Colo.

(9) Page 93, under "S" correct listing to read: Sterling-Logan County, Colorado.

DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 94, to PART 608-DANGER AREAS
(October 26, 1954)

(1) In Section 608.41 the Cherry Point, North Carolina, No. 2, area, (D-125), published on April 21, 1949, in 14 F.R. 1913, and on July 16, 1949, in 14 F.R. 4287, and amended on August 16, 1950, in 15 F.R. 5429 and on November 8, 1952 in 17 F.R. 10139 and on December 3, 1952, in 17 F.R. 10903, is further amended by changing the "Designated Altitudes" column to read: " From 11,000 feet MSL to 45,000 feet MSL. During the hours of darkness, that portion overlapping Amber civil airway No. 9 shall include only that airspace from 11,000 feet to 16,000 feet and from 23,000 feet to 45,000 feet ASL."

AMENDMENT NO. 95, to PART 608-DANGER AREAS
(November 8, 1954)

(1) In Section 608.49, the South Wellfleet, Massachusetts area, (D-22), published on April 21, 1949, in 14 F.R. 1917, and amended on July 27, 1949, in 14 F R. 4665, and on March 11, 1950, in 15 F.R, 1329 and on March 6, 1951, in 16 F.R. 2051, and on July 19, 1951, in 16 F.R. 6915, and on August 11, 1954, in 19 F.R. 5041, is further amended by changing the "Using Agency" column to read: " First Army".

(2) A new section 608.64 for Island of Guam is added: In this section, the Agat Bay area, (D-474) is established: Name: Agat Bay. Description: Beginning at latitude 13°26'N, longitude 144°38' E, thence along a line approximately 1/2 n mile off shore Guam to latitude 13° 15'N, longitude 144° 45'E, to latitude 13°10'N, longitude 144° 45'E, to 13° 10'N, longitude 144° 30'E, to 13° 26'N, longitude 144°30'E, to 13°26'N, longitude 144°38'E, point of beginning. Altitude: Surface to 1000 feet. Time of Use: Continuous VFR only Activity: Low altitude drops of non-explosives. Using Agency: NAS, Agana, Guam.

(3) In Section 608.64, (Island of Guam) the Farallon De Medinilla area, (D-476) is established: Name: Farallon De Medinilla, (Island of Guam). Description: Beginning at latitude 16°08'N, longitude 146°10'E; thence to latitude 15°55'N, longitude 146°10'E; thence to latitude 15°55'N, longitude 146°00'E; thence to latitude 16°08'N, longitude 146°00'E; thence to point of beginning. Altitude: Surface to unlimited. Time of Use: Continuous. Activity: Bombing. Controlling Agency: NAS, Agana, Guam. Using Agency: USAF.

(4) In Section 608.64, (Island Of Guam), the Nafatan Rock area, (D-478) is established: Name: Nafatan Rock. Description: Within a radius of 5 n miles of latitude 14°50'00"N, longitude 145°32'00"E. Altitude: Surface to 3000 feet MSL. Time of Use: Continuous. Activities: Low altitude bombing. Controlling Agency: NAS Agana, Guam.

CIVIL AIRWAY, CONTROL AREA EXTENSIONS, CONTROL ZONES AND REPORTING POINT AMENDMENTS: Effective November 9, 1954, civil airways, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Red civil Airway No. 87 (Hawaiian Islands) is amened to read: "From the intersection of northwest course of the Port Allen, T.H. radio range and a point 100 statute miles northwest of the Port Allen, T.H., radio range station via the Port Allen, T.H., radio range station; the intersection of the southeast course of the Port Allen, T.H., radio range and the southwest course of the Honolulu, T.H., radio range; Honolulu, T.H., radio range station; Maui, T.H., radio range station; the intersection of the southeast course of the Maui, T.H., radio range and the north course of the Hilo, T.H., radio range; Hilo, T.H. radio range station to the intersection of the east course of the Hilo, T.H., radio range and a point 100 statute miles east of the Hilo, T.H., radio range station." (NOTE: Above adds small portions to Red 87 between Makai intersection and the Honolulu range station and between the Kuku Point intersection and the Hilo range station, eliminating small breaks in the airway thereby achieving a reduction in wordage of ACT clearances and simplification of flight plan filing.)

(2) Blue Civil Airway No. 38 (Petersburg, Alaska to United States-Canadian Border) is amended to read: "That airspace over United States territory from the Petersburg, Alaska radio range station via the intersection of the northwest course of the Petersburg, Alaska, radio range and the southeast course of the Gustavus, Alaska, radio range; Gustavus, Alaska radio range station; Haines, Alaska non directional radio beacon to the Whitehorse, Y.T., radio range station."

(3) Blue civil airway No. 44 is amended by changing the caption to read: (Indianapolis, Ind., to United States-Canadian Border) and by deleting the portion which reads: "From the Advance, Mo., radio range station to the Paducah, Ky., non directional radio beacon."

(4) Blue civil airway No. 79 is amended by changing the caption to read: (Annette Island, Alaska to United States-Canadian Border) and further amended to read: "That airspace over United States territory from the intersection of the south course of the Annette Island, Alaska radio range and the United States-Canadian Border via the Annette Island, Alaska radio range station; Petersburg, Alaska radio range station; Haines, Alaska non directional radio beacon to the Pon Lake, Y.T., Canada, non directional radio beacon."

CONTROL AREAS: (1) Red civil airway No. 15 (Reno, Nev., to Phoenix, Ariz.) is amended to read: "From the intersection of the northeast course of the Rneo, Nev., radio range and the northwest course of the Fallon, Nev., radio range to a line extended at right angles through a point 25 statute miles southeast of the Fallon, Nev., radio range station. From the Las Vegas, Nev., radio range station. to the Phoenix, Ariz., radio range station." (Note: Fallon, Nev., radio range courses to be realigned concurrently as follows: North course to 191° true, southeast course to 320° true, southwest course to 027° true, northwest course to 118° true-all inbound. Red 15 airway automatically follows the Fallon NW course realignment).

(2) Blue civil airway No. 38 (Petersburg, Alaska to United States-Canadian Border). "All of Blue civil airway No. 38."

(3) Blue civil airway No. 44 is amended by changing caption to read: (Indianapolis, Ind., to United States-Canadian Border). "All of Blue civil airway No. 44."

(4) Blue civil airway No. 79 is amended by changing caption to read: (Annette Island, Alaska to United States-Canadian Border). "All of Blue civil airway No. 79."

CONTROL AREA EXTENSION: (1) (Fallon, Nev.) is added to read: "Within a 10 statute mile radius of the Fallon, Nev., radio range station excluding the portion which overlaps Fallon danger area D-268, and within 5 statute miles either side of the north course of the Fallon radio range extending from the radio range station to a point 25 statute miles north." (Note: North course of Fallon to be aligned to 191° true inbound concurrently).

CONTROL ZONES: (1) Five statute miles radius zones is amended by adding the following airport: Fallon, Nev.: Fallon NAAS.

(2) (Huron, S. Dak.) is amended by adding the following portion to present control zone: "and within 2 statute miles either side of the Huron ILS localizer Northwest course extending from the localizer to a point 12 statute miles northwest of the outer marker."

(3) (Sacramento, Calif.) is amended by adding the following portion to present control zone: "and within 2 statute miles either side of a line bearing 358° true extending from McClellan AFB to Red civil airway No. 76."

REPORTING POINTS: (1) Red civil airway No. 41 (Yakutat, Alaska to Gustavus, Alaska). "No reporting point designation".

(2) Red civil airway No. 64 (United States-Canadian Border to Annette Island, Alaska). "No reporting point designation."

(3) Blue civil airway No. 38 is amended by changing caption to read: (Petersburg, Alaska to United States-Canadian Border). "The intersection of the southeast course of the Gustavus, Alaska radio range and the northeast course of the Sitka, Alaska radio range; Gustavus, Alaska radio range station."

(4) Blue civil airway No. 44 is amended by changing the caption to read; (Indianapolis, Ind., to United States-Canadian Border).

(5) Blue civil airway No. 79 is amended by changing the caption to read: (Annette Island, Alaska to United States-Canadian Border) and further amended to read: "Annette Island, Alaska radio range station; Petersburg, Alaska radio range station; the intersection of the northeast course of the Sitka, Alaska radio range and the northwest course of the Petersburg, Alaska radio range; Haines, Alaska non directional radio beacon".

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows effective October 26, 1954.

(1) The references to the section numbers of the Red civil airway minimum en route IFR altitudes, which appeared in amendments 69 through 74, inclusive, are corrected as follows: (a) In amendment 69 (19 F.R. 4468) the section numbers in paragraphs 3 through 5 and the corrected numbers therefor in the sequence in which they appear as as follows: Section 610.301 corrected to 610.201; Section 610.368 corrected to 610.268; Section 610.396 corrected to 610.296. (b) In amendment 70 (19 F.R. 4717) the section numbers in paragraphs 3 through 6 and the corrected numbers therefor in the sequences in which they appear are as follows: Section 610.325 corrected to 610.225; Section 610.355 corrected to 610.255; Section 610.368 corrected to 610.268; Section 610.401 corrected to 610.301. (c) In amendment 71 (19 F.R. 5128) the section numbers in paragraphs 4 through 8 and the corrected numbers therefor in the sequence in which they appear are as follows: Section 610.304 corrected to 610.204; Section 610.310 corrected to 610.210; Section 610.357 corrected to 610.257; Section 610.374 corrected to 610.274; Section 610.383 corrected to 610.283. (d) In amendment 72 (19 F.R. 5477) the section numbers in paragraphs 7 through 17 and the corrected numbers therefor in the sequence in which they appear are as follows: Section 610.302 corrected to

610.202; Section 610.302 corrected to 610.202; Section 610.310 corrected to 610.210; Section 610.320 corrected to 610.220; Section 610.325 corrected to 610.225; Section 610.330 corrected to 610.230; Section 610.334 corrected to 610.234; Section 610.348 corrected to 610.248; Section 610.365 corrected to 610.265; Section 610.368 corrected to 610.268; Section 610.377 corrected to 610.277. (e) In Amendment 73 (19 F.R. 5884) the section numbers in paragraph 2 through 5 and the corrected numbers therefor in the sequence in which they appear are as follows: Section 610.320 corrected to 610.220; Section 610.368 corrected to 610.268; Section 610.390 corrected to 610.290; Section 610.403 corrected to 610.303. (f) In Amendment 74 (19 F.R. 6177) the section numbers in paragraphs 3 and 4 and the corrected numbers therefor in the sequence in which they appear are as follows: Section 610.363 corrected to 610.263; Section 610.363 corrected to 610.263.

From	To	Min Alt.
(2) Red Civil Airway No. 13, is amended to read in part:		
Wilkes-Barre, Pa. (LFR)	Stewart AFB, N.Y. (LF/RBN)	3,500
Stewart AFB, N.Y. (LF/RBN)	Poughkeepsie, N.Y. (LFR)	3,000
(3) Red Civil Airway No. 18, is amended to read in part:		
Stockwell (Int), Ind.	Cincinnati, Ohio (LFR)	2,300
(4) Red Civil Airway No. 19, is amended to read in part:		
Int. N crs Richmond, Va. (LFR) & NW crs Tappahannock, Va. (LFR)	Gwynn (Int), Va.	1,500
Gwynn (Int,)Va.	Norfolk (Navy), Va. (LFR)	1,500
(5) Red Civil Airway No. 33 is amended to read in part:		
Branchville (Int),N.J.	Stewart AFB, N.Y. (LF/RBN)	3,000
(6) Red Civil Airway No. 33, is amended by adding:		
Buckroe Beach (Int), Va.	Richmond, Va. (LFR)	1,500
(7) Red Civil Airway No. 51, is added to read:		
Dinwiddie (Int), Va.	Langley, Va. (LFR)	1,500
(8) Blue Civil Airway No. 23, is added to read:		
Norfolk (Navy),Va. (LFR)	Chincoteague (Navy), Va. (LFR)	1,500
(9) Blue Civil Airway No. 36, is amended to delete:		
Ranch (Int), Colo.	Akron, Colo. (LFR)	6,000
(10) Blue Civil Airway No. 48, is amended to delete:		
Int. NE crs Newark, N.J. (LFR) & SE crs. Stewart, N.Y.,(LFR)	Int. SE crs. Stewart, N.Y. (LFR) & S crs Poughkeepsie, N.Y. (LFR)	3,000
(11) Direct Routes-United States is amended to read in part:		
St. Joseph, Mo. (VOR)	Int. S crs. Lincoln, Nebr. (LFR) & 101°-284° mag brg. Grand Island, Nebr. (LFR) & St. Joseph, Mo., (VOR) Via St. Joseph, Mo. (VOR) & Grand Island, Nebr (LFR)	2,600
Int. S crs Lincoln, Nebr. (LFR) & 101°-284° mag brg. Grand Island, Nebr. (LFR) & St. Joseph, Mo. (VOR)	Lincoln, Nebr. (LFR)	2,700
(12) VOR Civil Airway No. 3, is amended to read in part:		
Vero Beach, Fla. (VOR) Via W alter.	Daytona Beach, Fla. (VOR) Via W alter.	1,300 1,400
(13) VOR Civil Airway No. 4, is amended to read in part:		
Kansas City, Mo. (VOR) Via N alter.	Tina (Int), Mo. Via N alter.	*3,100
Tina (Int), Mo. Via N alter.	Columbia, Mo. (VOR) Via N alter.	*4,900
*2,400' - Minimum terrain clearance altitude.		
(14) VOR Civil Airway No. 10, is amended to read in part:		
*Great Bend (Int), Kans. Via N alter.	Hutchinson, Kans. (VOR) Via N alter.	**4,000
*4,500' - Minimum reception altitude		
**3,300'- Minimum terrain clearance altitude		
Kansas City, Mo. (VOR) Via S alter.	Tina (Int), Mo. Via S alter.	*3,100
Tina (Int), Mo. Via S alter.	Kirksville, Mo. (VOR) Via S. alter.	*3,100
*2,400' - Minimum terrain clearance altitude		
Bradford, Ill. (VOR) Via S alter.	Marseille (Int.) Ill. Via S alter.	*3,200
*2,000' - Minimum terrain clearance altitude		
Marseille (Int), Ill. Via S alter	Naperville, Ill. (VOR) Via S alter.	2,000
(15) VOR Civil Airway No. 12, is amended to read in part:		
Kansas City, Mo. (VOR) Via N alter.	Tina (Int), Mo. Via N alter.	*3,100
Tina (Int), Mo. Via N alter.	Columbia, Mo (VOR) Via N alter.	*4,900
*2,400' - Minimum terrain clearance altitude		
(16) VOR Civil Airway No. 47, is amended to read in part:		
Cincinnati, Ohio (VOR)	Hamilton (Int), Ohio Southbound	3,000 2,300
Hamilton (Int), Ohio	Dayton, Ohio (VOR)	3,000
(17) VOR Civil Airway No. 91, is amended by adding:		
Idlewild, N.Y. (VOR)	Syosset (Int), N.Y.	*2,000
*1,500' - Minimum terrain clearance altitude		
(18) VOR Civil Airway No. 116, is amended to read in part:		
Kansas City, Mo. (VOR)	Tina (Int), Ohio	*3,100
*2,400' - Minimum terrain clearance altitude		
Tina (Int), Mo.	Excello (Int), Mo.	*5,000
*2,000' - Minimum terrain clearance altitude		
(19) VOR Civil Airway No. 132, is amended to read in part:		
*Great Bend (Int), Kans.	Hutchinson, Kans (VOR)	**4,000
*4,500' - Minimum reception altitude		
**3,300' - Minimum terrain clearance altitude		
(20) VOR Civil Airway No 140 is amended by adding:		
Tulsa, Okla. (VOR)	Fayetteville, Ark. (VOR)	2,600
Fayetteville, Ark. (VOR)	Flippin, Ark. (VOR)	3,100
Flippin, Ark. (VOR)	Walnut Ridge, Ark. (VOR)	2,100
Walnut Ridge, Ark. (VOR)	Dyersburg, Tenn. (VOR)	1,700
Dyersburg, Tenn (VOR)	Nashville, Tenn (VOR)	*3,500
*2,500' - Minimum terrain clearance altitude		
(21) VOR Civil Airway No. 162, is amended to read in part:		
Harrisburg, Pa. (VOR)	Wernersville (Int), Pa.	*4,500
*2,500' - Minimum terrain clearance altitude		
(22) VOR Civil Airway No. 166, is amended by adding:		
Parkton (Int), Mo.	West Chester, Pa. (VOR)	*3,000
*2,000' - Minimum terrain clearance altitude		
(23) VOR Civil Airway No. 167 is amended to read in part:		
Point Pleasant (Int), N.J.	Idlewild, N.Y. (VOR)	*2,500
Idlewild, N.Y. (VOR)	Syosset (Int), N.Y.	*2,000
*1,500' - Minimum terrain clearance altitude		
Syosset (Int), N.Y.	Bridgeport (Int), Conn.	*2,000
*1,500' - Minimum terrain clearance altitude		
Bridgeport (Int), Conn.	Hartford, Conn. (VOR)	2,000

CHANGES IN INSTRUMENT APPROACH PROCEDURES MINIMUMS: Starting with Volume 9, Number 11, dated August 10, 1954, the Airman's Guide began to publish some instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These minimums apply to all users except military aircraft and those for whom the Administrator has specifically authorized other minimums.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established, cancelled or redescribed:

(1) NESBITT INTERSECTION (Integrated) - the intersection of the Memphis 182° magnetic radial and the 090° magnetic bearing from the Bruins MH facility.

(2) CUBA INTERSECTION (VHF) - the intersection of the Memphis 340° magnetic and the Dyersburg 213° magnetic radials.

(3) FISHERVILLE INTERSECTION (VHF) - the intersection of the Memphis 063° magnetic and the Dyersburg 190° magnetic radials.

(4) COLT INTERSECTION (VHF) - the intersection of the Memphis 269° magnetic and the Walnut Ridge 165° magnetic radials.

(5) OKEMAH INTERSECTION (LFR) - the intersection of the east course of the Oklahoma City range and the 200° magnetic bearing from the Tulsa LFR.

(6) WINGS INTERSECTION - the intersection Westchester, Pa., VOR en route radial on V3 to Belle Mead intersection (Colts Neck VOR 304° with Caldwell VOR 228° magnetic radials) with Allentown, Pa, VOR direct radial.

(7) BARDSTOWN INTERSECTION - the intersection Louisville VOR en route radial on V5E with Lexington VOR 258° true radial.

(10-19-54)

(8) FLOYDSBURG INTERSECTION - the intersection Louisville VOR en route radial on V5 to Cincinnati VOR with Lexington VOR 295° true radial.

(9) JEFFERSONVILLE INTERSECTION - the intersection Louisville VOR en route radial on V53 to Indianapolis with Louisville ILS northeast (back) course.

(10) FRANKFORT INTERSECTION - the intersection Louisville VOR and Lexington VOR radials which form V4N plus the Cincinnati VOR radial direct to this intersection.

(11) LEBANON INTERSECTION - the intersection Louisville VOR en route radial on V5 to Bowling Green with Lexington VOR 263° true radial.

(12) WADSWORTH LF INTERSECTION - the intersection of the northeast course of the Reno, Nevada LF range and the northwest course of the Fallon, Nevada LF range.

(13) SHEPPARDS INTERSECTION-the intersection Danville,Virginia VOR en route radial on V39 (031°mag radial) with a direct bearing from Richmond, Virginia, LFR station to Lynchburg, Virginia, LFR station.

(14) MORVEN INTERSECTION - the intersection Blackstone, Virginia LFR north course with a direct bearing from Richmond, Virginia, LFR station to Lynchburg, Virginia LFR station.

(15) HAYTERS GAP VHF INTERSECTION - the intersection of the Tri-City 013° magnetic and the Pulaski 262° magnetic radials.

(16) DONALDSONVILLE VHF INTERSECTION - the intersection of the New Orleans 272° magnetic and the Baton Rouge 140° magnetic radials.

(17) ARCOLA VHF INTERSECTION - the intersection of the Houston 217° magnetic and the Galveston 283° magnetic radials.

(18) ANDRAU INTEGRATED INTERSECTION - the intersection of the Houston 281° magnetic radial and the 011° magnetic bearing from the Andrau Airpark radio beacon.

(19) NORRIS VHF INTERSECTION - the intersection of the Crossville 063° magnetic and the Knoxville 347° magnetic radials.

(20) HILTON VHF INTERSECTION - the intersection of the Tri-City 311° magnetic and the Knoxville 054° magnetic radials.

(21) PAWHUSKA VHF INTERSECTION - the intersection of the Tulsa 311° magnetic and the Ponca City 080° magnetic radials.

(22) COWETA VHF INTERSECTION - the intersection of the Tulsa 114° magnetic and the Neosho 224° magnetic radials.

(23) CHELSEA VHF INTERSECTION - the intersection of the Tulsa 056° magnetic and the Fayetteville, Arkansas, 276° magnetic radials.

(24) PRYOR VHF INTERSECTION - the intersection of the Tulsa 083° magnetic and the Neosho 224° magnetic radials.

(25) BEGGS VHF INTERSECTION - the intersection of the Tulsa 198° magnetic and the McAlester, Oklahoma 330° magnetic radials.

(26) EMORY VHF INTERSECTION - the intersection of the Sulphur Springs, Texas, 200° magnetic and the Quitman, Texas 262° magnetic radials.

(27) HUNTINGTOWN INTERSECTION - the intersection Baltimore, Maryland VOR direct radial to Huntingtown, Maryland, "MH" facility with Washington TVOR direct radial to Huntingtown "MH" facility.

(28) ALLIANCE INTERSECTION - the intersection Akron, Ohio LFR southeast course with the bearing (250° magnetic) from the Hubbard, Ohio "MH" facility.

(29) TENINO INTERSECTION - the intersection of the southwest course of the McChord, Washington LF range and the south course of the Shelton, Washington LF range.

(30) CAMDEN INTERSECTION - the intersection Dayton, Ohio VOR 228° magnetic with Cincinnati VOR 004 magnetic.

(31) CHATHAM INTERSECTION - the intersection Allentown VOR 097° magnetic en route radial on V6 with Caldwell, New Jersey, VOR direct radial to Belle Mead intersection. (Allentown VOR 121° with Caldwell VOR 228° magnetic radials).

REDESCRIBED:

(1) NESBITT LF INTERSECTION - the intersection of the south course of the Memphis LFR and the 090° magnetic bearing from the Bruins MH facility

CANCEL

(1) PARKERSBURG INTERSECTION
(2) WEST POINT INTERSECTION
(3) HYDE PARK INTERSECTION
(4) HACKENSACK INTERSECTION

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non standard holding patterns are established:

(1) Memphis, Tenn. ILS outer marker compass locator - Hold west of the fix 266° magnetic inbound course 086° magnetic. Right turns-one minute pattern, minimum altitude 1700 feet.

(2) Memphis LFR - Hold NE on the NE course. Inbound bearing to fix 240° magnetic. Right turns- one minute pattern, minimum altitude 1800 feet.

(3) Red Fork FM- Intersection of the SW course of the Tulsa LF range and the 264° magnetic bearing from the Tulsa ILS outer marker compass locator. Holding will be accomplished SW of the intersection. Inbound bearing to the fix 039° magnetic with left turns in a two-minute pattern, minimum altitude 2400 feet.

(4) LEBANON INTERSECTION - Hold on Louisville radial south of intersection, left turn, 2 minute pattern, minimum holding altitude 3,000 feet MSL.

✓ DATES ON INSTRUMENT APPROACH AND LANDING CHARTS: The Coast and Geodetic Survey is now publishing Instrument Approach and Landing Charts prior to the effective date if they portray a new or revised procedure. This is done in order to provide users with charts by the effective date of the procedure. These charts carry the effective date of the new procedure and therefore are dated in advance. Pilots are cautioned to retain and use current editions up to the date appearing on the new chart. If for any reason there is a delay or advance in the effective date of the new procedure, an appropriate NOTAM will be issued to that effect.

✓ HAZARDOUS TERRAIN DATA ON WAC 1278: WAC 1278, 4th revised edition, November 1953 aero date, contains certain hazardous terrain data. East of 45° east elevations exist which are from 100 to 2,270 feet higher than elevations now shown or indicated by contours and gradient tints. New high elevations which should be added are as follows: 6,660 at 21° 52' South, 47° 10' East; 5,266 at 22° 51' South, 46° 23' East; 4,108 at 22° 19' South, 46° 08' East; 3,822 at 23° 29' South, 47° 11' East. Earlier editions still in current use should also be corrected.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, WAIT UNTIL LISTED AS AVAILABLE BEFORE ORDERING.

Elko	Reno	WAC 404
Klamath Falls	San Diego Local	WAC 405
Mt. Shasta	San Francisco Local	WAC 522
Pocatello	WAC 364	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Albuquerque	10-11-54	Dallas-Ft. Worth Local	10-6-54	WAC 408	10-11-54
Beaumont	10-6-54	WAC 119	10-6-54	WAC 409	10-6-54
Dallas	10-6-54	WAC 135	10-6-54	WAC 410	9-27-54
Oklahoma City	10-11-54	WAC 190	10-6-54	WAC 525	9-27-54

Instrument Flight Charts

released since September 27, 1954

AL 30 RNG	Mueller Airport	AL 420 RNG	Texarkana Municipal Arpt
AL 68 RNG	Burley Airport	AL 562 RNG	Dover AFB
AL 95 RNG	Concord Airport	AL 606 RNG	Meacham Airport
AL 125 RNG	Duluth Airport	AL 607 RNG	NAS Key West (Seaplane)
AL 128 RNG	Elkins Airport	AL 19 ILS	Amarillo Air Terminal
AL 209 RNG	NAS Jacksonville	AL 114 ILS	Stapleton Airfield
AL 223 RNG	NAS Lakehurst	AL 213 ILS	Kansas City Airport
AL 296 RNG-1	Hill AFB	AL 369 ILS-1	San Antonio Int'l Airport
AL 320 RNG	NAS Olathe	AL 375 ILS	San Francisco Intn'l Airport
AL 312 RNG	Tyndall AFB	AL 463 ILS	Smith Reynolds Airport
AL 360 RNG	Lambert-St. Louis	AL 884 ILS	Greater Shreveport Airport
AL 375 RNG	San Francisco Intn'l-Anchorage	AL 114 ADF-2	Stapleton Airfield
		AL 375 ADF	San Francisco Airport
AL 392 RNG	Shreveport Downtown Arpt.	AL 437 ADF	Vero Beach Airport
AL 414 RNG	McChord AFB	AL 674 ADF	Oxnard-Ventura Co. Airport
AL 417 RNG	Peter O'Knight Airport	AL 800 ADF	Lumberton Airport

(10-19-54)

AL 884 ADF	Greater Shreveport Airport	AL 437 VOR	Vero Beach Airport
AL 164 VOR	Galveston Airport	AL 473 VOR	Klamath Airport
AL 326 VOR	Allegheny County Airport	AL 486 VOR	Bisbee Douglas Int'l Arpt.
AL 365 VOR	Salt Lake City Mun No. 1	AL 579 VOR	James Connally AFB
AL 367 VOR	Mathis Field	OP 13	Alexandria AFB
AL 392 VOR	Shreveport Downtown Arpt.	OP 416	Tampa Int'l Airport
AL 432 VOR	Tulsa Airport		

RF/VOR 4, 7, 8
RF- Terminal Area -Dallas-Ft Worth, New York, San Francisco-Oakland
RF-VOR Terminal Area - Dallas-Ft. Worth, San Francisco-Oakland, Washington
RF Danger Area Chart (S.E.)
RF U. S. Check List

NEW CHARTS

AL 296 RNG-2	Ogden, Utah	Hill AFB
AL 236 ADF	Long Beach, Calif.	Long Beach Airport
AL 438 ADF	Victoria, Texas	Foster AFB
AL 673 ADF-1	Glens Falls, N.Y.	Warren County Airport
AL 961 ADF	Moses Lake, Wash.	Larson AFB
AL 992 ADF	Bar Harbor, Maine	Bar Harbor Airport
AL 993 ADF	Rockland, Maine	Rockland Airport
AL 996 ADF	Westhampton Beach, N.Y.	Suffolk County AFB
AL 138 VOR	Ephrata, Wash.	Ephrata Airport
OP 52	Blackstone, Va.	Blackstone Army Air Field
RC 2211	New York to Gander	

DISCONTINUED CHARTS

AL 263 RNC	St. Paul, Minn. (No Instrument Procedure - CAA - 9-24-54)	Holman Field
AL 326 ILS	Pittsburgh, Penna. (ILS Facilitites being relocated - CAA - 9-27-54)	Allegheny County Airport
AL 299 ADF	Oklahoma City, Okla. (Procedure cancelled - USAF 10-8-54)	Tinker AFB
AL 547 ADF	San Bernadino, Calif (Procedure cancelled USAF 10-4-54)	Norton AFB
RC 2201	Chicago to Gander has been replaced by RC 2211)	

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158° T) at lat 33-29-06, long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)
**BIRMINGHAM ARPT: Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft including T-6. This corrects Directory of Airports, Airgi Vol.9, No.15.

ALABAMA: **CHICKASAW ARPT: Abandoned. (10-1)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°;255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500' (5-20)
**MONTGOMERY-DANNELLY FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15, long. 86-20-56. (9-16) Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand tfc pat Rnwy 9. (8-23) Acft lndg and taking off are cautioned to avoid the Maxwell AFB traffic pattern and control zone. (9-23) Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard Hangar (10-8)
TUSCALOOSA-VAN DE GRAAFF FLD: Three 200' twrs lctd 2 n mi E - lgts inop. intermittently. (10-3)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 43 n mi at 10,000'; 50°-90°, 43 n mi at 5000'; 90°-180°, 43 n mi at 7000'; 180°-215°, 43 n mi at 4000'; 215°-235°, 43 n mi at 6000'; 235°-255°, 35 n mi at 6000'; 255°-270°, 43 n mi at 6000'; 270°-325°, 43 n mi at 8000'. (7-15)
KINGMAN ARPT: Caution-intermittent target plane testing vcnty. Rdo controlled acft operg in area NW of fld.
★PRESCOTT-RADIO VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'. Oct. 18, trans. freq. 122.2 mc cmsnd.
TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000'; 360°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000, 44°-69° and 346°-360°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: FAYETTEVILLE ARPT: Men and equip. on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 43 n mi in all quads.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA-RADIO: About Oct 27, ILS will be shut down until approx Nov 6 - modernization. (10-13)
ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd - const. (4-30)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

CALIFORNIA: EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable bevond 35 n mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)

FILLMORE-RADIO: DME and VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17) Soon DME will be shut down. (9-22)

FT. JONES-RADIO:: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)

GASQUET ARPT: N side of strip clsd-const.

KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000';040°-070°,8000';070°-100°,7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: North lndg mat closed to all opern rough and hazardous.(4-9) Two lgtd oil derricks 135' and 175' high on fld N of Rnwy 7R/25L and one 250' lgtd derrick 1700' S of Rnwv 7R/25L. (10-13)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT-TOWER: ILS on Rnwy 25L inop; ILS on Rnwy 25R will be operative, but radar monitored apchs not avail. (8-16) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwv 34 and last 1000' of Rnwv 29. Equip. on and adj to const areas. (6-4)

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbav flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequentlv less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000';90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (7-28)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000';

CALIFORNIA: 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000';160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

★SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept. 27, ASR shut down for approx 6 weeks-modernization and move to new twr. (9-25) Arpt tfc ctl twr voice on freq 227 kc discontd. Acft with onlv one rcvr mav make req for IFR clearance thru San Francisco rdo. (10-8) Trans & rcvrs 120.5, 243.0 and 257.8 mc cmsnd. (10-12) FLD: Taxiway 1 paralleling rnwvs 10R and 1L clsd. Equip on fld. A hump of 5'' rise in 75' developed across rnwv 10L-28R, 3000' from W end of rnwv. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20) Effect. Oct. 18, tfc will be operg simultaneouslv on Victor 107 and Victor 25/27E in vcntv of San Francisco VOR, even though the center line of these arwys is 8.5 mi apart. The usual dist. rqrd between the center line of two VOR Airways before lateral separation is considered to exist is 10 mi. However due to the proximitv of the Oakland VOR and San Francisco VOR facilities and the quality of the reception from these facilities, a waiver has been granted for this deviation from the 10 mi requirement. Tfc information will be exchanged between anv two aircraft simultaneously operg on Victor 107 and Victor 25/27E when the acft do not have time for altitude separation. In this connection, pilots should note that Victor 107 was recentlv realigned from Coalinga - San Francisco to Coalinga - Oakland. (10-14)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navv LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing onlv. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Men and equip rnwy 3-21, davlgt hrs. (8-20)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28) VOR has occasional interference. Caution advised. (10-11)

**SANTA MARIA PUBLIC ARPT: Correct name. This corrects Directory of Airports, Airgi Vol. 9, No. 15. (10-18)

**SANTA MARIA ARPT: Rnwy 7-25 perm closed - marked. (10-5)

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status onlv. (6-24)

COLORADO: CHEYENNE WELLS ARPT: Caution- ditches across landing strips. (6- 18)

★COLORADO SPRINGS- RADIO: Oct 9, trans & rcvr 243.0 mc cmsnd. (10- 12)

COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessarv for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.(5-27)

KREMMLING ARPT: Closed-construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwv. (7-27)

PUEBLO: Ordnance depot approx 17 mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat 40-38-05; long. 103-08-15. (9-15)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker. (10-19-54)

CONNECTICUT: WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral.(b) Schedulad MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.O. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G., and will be flown VFR conditions only). NO acft over 120,000 lbs without piror approval arpt director, CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21 200' W to S bndry of arpt thence NE along S and terminal apron taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs. (10-11)

FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FORT LAUDERDALE-BROWARD CO. INTERNATIONAL ARPT-TOWER: Effect. Nov. 1, ctl twr will be cmsnd. Trans: 272 kc; 121.3. Rcvs: 3023.5 kc, 121.3, 121.5, 122.5 mc. Voice call: Fort Lauderdale Tower. Hrs of opern: 0700-2300. Class: CL. (9-22)

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18)

HOMESTEAD-RADIO: Hvy tfc E and W course LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VPR courses 180°-270° unusable acct excessive roughness. (9-15)

KEY WEST-MEACHAM FLD: All acft with gross weight 8,000 lbs or more, when taking-off on Rn wy 8, make right turn after take-off and pass at least 1.3 n mi S of Boca Chica NAS and conform with their tfc pat in passing. Acft using Rnwy 11 or 21 for take-off may make left turn providing turn is made within 1.3 n mi. Lgt acft may make left turn after take-off from Rnwy 8 within 1.3 n mi. Caution advised due const 600' extension to apch end Rnwy. (10-8)

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposed tl Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

**NAPLES-AMERICA ARPT: 210' (215'MSL) lgtd TV twr erected 1 n mi SSW (195°T) at lat. 26-08-04; long. 81-46-43. (9-28)

**OCALA-TAYLOR FLD: 35' TV antenna lctd 300' from NW end of Rnwy 11. (10-5)

ORLANDO-RADIO: VOR flgt-checked and cmsnd on arwy radials only. Bear. from stn 015°, 122° and 244° usable dist 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 23R-10L closed for take-off and lndgs. (8-17)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147 sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

FLORIDA: ST. AUGUSTINE ARPT: Effect. Oct 12, arpt will be closed except Rnwy 6-24 for emerg opern. (10-1)

ST. PETERSBURG-WHITTED/CGAS ARPT: Const. S of arpt. (6-16)

**STUART-WITHAM ARPT: 155' (156'MSL) lgtd rdo twr erected 2.2 n mi NW (318°T) at lat. 27-12-58; long. 80-15-19. (10-13)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (7-1)

TAMPA-RADIO: VOR flgt-checked on arwy radials 180° only.

TAMPA INTERNATIONAL ARPT-TOWER: Sept 13, ILS lclzr operg on test basis only. G Glide slope inop until approx Oct. 22. (10-8)

VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adj to following courses: 20°, 85°, 205°, 279°, 320° from stn.

ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi.

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn.

ATLANTA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-5)

**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat. Sun and holidays xcpt prior approval from operations officer. (3-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-12)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

MACON-COCHRAN FLD: Arpt bcn inop. (8-4)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor facility during such use. (6-24)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

**SAVANNAH-TRAVIS FLD: Seven 90' (140' MSL) lgtd TV antenna lctd approx 750' E of N/S Rnwy and 2100' N of E/W Rnwy. (10-5)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (3-10)

IDAHO: BOISE AIR TERMINAL-TOWER: Aug 31, ILS shut down until approx Nov 1 - modern.

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)

BURLEY ARPT: Unlgtd pile driver with top 65' above water operg in Snake river in apch lane approx 800' from end of Rnwy 24. (10-18)

**DANIELS, BCN SITE 10, SLC-GTF: Aug 30, bcn site discontd. (10-8)

**FISH LAKE USFS ARPT: Closed until June 1955. (10-4)

MALAD CITY-RADIO: VOR usable dist 0°-20° and 50° 60°, 35 n mi at 12,000'. (3-9)

MOUNTAIN HOME ARPT: Bcn and fld lgts inop.

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status.

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)

IDAHO: **POCATELLO-PHILLIPS ARPT: There are no bumps apch end rnwys 21 and 25. This corrects Directory of Airports, AIRGI Vol 9, No. 15. (10-15)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution.(9-3)
ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
BENTON ARPT: Caution - new N/S rnwy under const. (10-5)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop. (7-23)
CENTRALIA ARPT: N/S gravel strip under const - use caution. (1-21)
CHAMPAIGN-UNIV OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 knots. clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 knost and/or gusts above 20 knots, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 knots clsd to all acft. Equip E side of rnwy. (10-13) 2-way rdo rqrd ngts.
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft - many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
CHICAGO HEIGHTS-RADIO: VOR courses usable at min alts 60°-110°, 35 n m and 110°-250°, 39 n mi. DME coverage 151°-285°, 35 n mi at 2000' VOR shut down - modernization. (9-10)
**DE KALB ARPT: Beacon comsnd. (10-11)
KEWANEE ARPT: Arpt under construction - strip being resurfaced - ridges of dirt on both sides. (8-11)
**MAHOMET-SANGAMON VALLEY ARPT: Delete from Directory of Airports. (10-12)
MARION AIRPARK: Closed. (7-12)
★MOLINE ARPT-TOWER: Oct 15, non-apch ctl twr and combined stn cmsnd. Twr trans: 332 kc; 118.5, 121.5, 257.8 mc. Rcvs: 3023.5kc; 122.5, 118.5, 121.5, 257.8 mc. Trans & rcvr 121.9 mc for ctl of mobile gnd tfc. Class: C(g). (9-29)
PEORIA-GREATER PEORIA ARPT: Caution-men and equip on fld-daylgt hrs. (9-7)
ROBINSON ARPT: 268' (888' MSL) lgtd twr erected 9 n mi NE (37°T) at lat 39-08-25; long 87-31-27. (10-2)
**WOOD DALE-MOODY-WOODDALE ARPT: Reinstated. Lctd 1.3 s mi NNE. Elev: 698'. Lat 41-58-45, long. 87-58-15. Type: L. 4 rnwys. Lngst rnwy and fac: 27. Remarks: Acft over 3500 lbs prohibited. Closed week-ends. (10-4)
INDIANA: AUBURN ARPT: 856' (1723'MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-09; long 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W Strip clsd - const.
**EVANSVILLE-DRESS MEML. ARPT: 243' (761'MSL) lgtd relay twr erected 9 n mi NE (50°T) at lat 38-08-42, long. 87-22-25. (10-4) Five 135' LF rng twrs lctd 4.9 n mi no longer obst lgtd. (7-7) Oct 11, N 500' N/S Rnwy 18-36 closed. (10-7)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200'ngt operns. 1000' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - constr all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 125' high/ 160' (748'MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172-310°, 35 n mi at 2100'.
**GOSHEN ARPT: 203' (997'MSL) lgtd rdo twr erected 3.5 n mi N (345°T) at lat 41-35-24; long. 85-48-58. (10-11)
**HUNTINGBURG ARPT: 181' (768' MSL) lgtd relay twr erected 16 n mi NW (308°T) at lat 38-25-47; long. 87-13-39. (10-4)
INDIANA: INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (10-4)
INDIANAPOLIS ARPT: All acfr rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)
**INDIANAPOLIS-SHANK ARPT: Three 244' (10-39'MSL) lgtd guyed twrs erected 1.1 n mi (345°T) at lat 39-51-05; long. 86-14-39. (10-11)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to 5 n mi from stn.
TERRE HAUTE-HULMAN FLD: SE taxiway clsd from SE apch end to intsxn NE/SW rnwy. NE/SW Rnwy clsd-const. NE taxiway clsd. (9-16)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-4535; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26n mi at min en route alt. (7-30)
✱SIOUX CITY ARPT-TOWER: Oct 13, UHF/DF cmsnd. Freqs: 255.4, 243.0, 257.8 mc. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
★SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat 42-34-27; long. 96-22-11. (7-14)
WATERLOO-RADIO: VOR has clockwise course errors up to 2° in excess of tolerance between azimuth angles 90° and 214°. (10-13)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Effect. Nov 8, work will begin on erection of p-line varying from 121 to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip on fld. (3-25)
**EL DORADO ARPT: 198'(1600'MSL) lgtd twr erected 1.7 n mi N (15°T) at lat 37-48-26; long. 96-48-00. (6-240
**FORT SCOTT ARPT: 205' rdo twr will be erected 2.6 n mi E (80°T) at lat 37-48-42; long. 94-42-39. (7-9)
GREAT BEND ARPT: 1006' TV twr under const 5.6 n mi NE (46°T) at lat 38-25-54, long. 98-46-24. (9-17)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for standard lgt gun signals. All tfc pats. standard left hand. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip near rnwys, days. (9-15)
HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd until approx Nov 15.
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)

(10-19-54)

KANSAS: RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion.
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 n mi on inbound headings 160°-230° due to interference Ponca City, Okla H fac. (3-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT· Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop (4-29)
✱WICHITA ARPT-TOWER: ILS glide slope elev at OM 2559'; at MM 1530' (10-7) FLD:
** 1079' (2449' MSL) lgtd TV twr being erected 8.7 n mi NW (328° T) at lat 37-46-54, long. 97-31-10. (7-27)
WICHITA-BEECH AROT: Bldg const W side of fld. N half NW/SE Rnwy clsd Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CFSSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna Fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit: 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or rng voice channels. (4-28)
KENTUCKY: ✱CORBIN-RADIO: VAR NW visual course displacement r to 6 n mi and SE visual course 2 to 3 n mi from stn. (10-7) Oct 11, INSACS relctd to London Municipal Arpt
DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S strip in use located W of closed N/S strip. (10-9)
FORT KNOX-SPECIAL NOTICE· 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area a adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-16)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi FNE (75° T) at lat 31-18-22, long. 92-24-56. (7-25)
BATON ROUGE-RYAN FLD-TOWER: ILS glide slope out of service - installation new monitor equip. (9-17) FLD· Rnwy 13-31 and center and N taxiways closed Rnwy 35 4450' avail. Rnwy 17 - 4100' avail. (9-3)
HAMMOND ARPT: Beacon inoperative. (5-25)
MONROE-RADIO: VOR has scalloping bends and course diaplacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500' (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 7.2 n mi WSW 250° (T) at lat 29-48-18, long. 90-08-57. (1-5)
✱NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: Sept 25, radar arrival control inaugurated. (10-15) ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)
SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy
WELSH ARPT: E/W rnwy closed - repairs. (9-28)
MAINE: ✱AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt. Oct 4, LF rng SE course realigned from 309° to 319°; NW course from 129° to 139°.
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 n mi . (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. (9-8)
MAINE: PRFSQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 290°-30), 30 n mi at min instr alt. All courses within tolerance.
RANGELEY ARPT· Caution - northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FFRNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: ANDREWS-RADIO: LF rng has auto voice ident on test basis.
BALTIMORE-RADIO: DMF and VOR usable dist 35 n mi at min en route instr alt. (4-29)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval Normal take-offs shall be madde from intsxn of E/W Taxiway and Rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-015° at 3000' (9-22)
HAGERSTOWN ARPT: All taxistrips W of N/S Rnwy clsd-parked military acft taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U. S 11 when apchg to land W on E/W Rnwy Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
MASSACHUSETTS: SPECIAL NOTICE Arpt condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER· April 21, ILS lclzr and glide slope shut down for indefinite period Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)
FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy const in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar S hangar area W of stn 23 restricted to acft 80,000 lbs or less (8-30) Jet acft take-offs prohibited from Rnwys 4L and 33 (10-2) Take-offs in north easterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) Caution-Pile driver 35' above rnwy level operg 300' off apch end Rnwy 4R; first 1000' Rnwy 4R closed Acft must cross MM site not below 100' alt. (10-18)
BOSTON-REVERE ARPT: Lgtd 40' boom working end Rnwys 13 and 15. (7-23)
EASTON-AMES FLD: Equip. on fld. (8-13)
HYANNIS-BARNSTABLE ARPT· 100' temp twr erected tip Pt. Gammon 2.6 n mi SSE.
**MARSHFIELD ARPT: Lngst rnwy & facs: 23-S1-U (10-6)
**METHUEN-MERRIMACK VALLEY SKYPORT: Unicom 122.8 mc avail. (10-6)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail. during drizzle. (7-21)
NEW BEDFORD ARPT· Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)
ORANGE ARPT· Closed 1200-1700 for sport car racing October 24,-marker will be displayed. (5-4)
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. (10-13)
BIG BEAVER ARPT: N/S strip not maintained. (8-26)
*CADILLAC ARPT: 1202' (2988' MSL) lgtd twr erected 9 n mi SSE (153° T) at lat 44-08-12, long 85-20-33. (9-21)
*CHEBOYGAN ARPT: 153' twr erected 2 n mi WNW (289° T) at lat 45-39-27, long. 84-29-30.
DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6011)
*DETROIT CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295° T) at lat 42-28-59, long. 83-12-20. (7-23) Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and Eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)
*GRAND RAPIDS-KENT CO ARPT: 190' (785' MSL) lgtd rdo twr erected 4 n mi (327° T) at lat 42-57-12, long. 85-41-36. (10-7)

MICHIGAN: GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intxcn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

**GROSSE ISLE: Caution Area C-57 rescinded. (10-8)

**KALAMAZOO ARPT: 955' (1940" MSL) lgtd TV twr erected 13 n mi NNE (08° T) at lat. 42-24-57, long. 85-31-49. (7-18)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-18)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc servicable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Aircraft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy.

**LORETTO-NORWAY TOWNSHIP ARPT: Abandoned. (9-28)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'- trees along bndry. N/S Rnwy clsd to Twin and multi-eng acft over 10,000 lbs. gross wt. (8-27)

**MUSKEGON-NORTHSIDE ARPT: Closed. (9-28)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat 42-02, long. 83-53, Elev: 793'. No of rnwys: 2. Lngst rnwy & facs: 33. (9-3)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

DULUTH-RADIO: VOR has moderate to severe roughness and scallpping within 9 n mi all azimuths.

**DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN) ARPT-TOWER: Oct 4, PAR shut down until approx Oct 25- modification. FLD: Due to non-visiblity twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

**PARK RAPIDS ARPT: 250' lgtd micro wave twr erected 20 n mi S (185°T) at lat. 46-34-10, long. 95-07-05. (10-10)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6) Soon, trans & rcvr 255.4 mc will be cmsnd. (9-27)

ROCHESTER-ARPT-TOWER: About Oct 15, trans & rcvr 257.8 mc will be cmsnd. (9-27)

**TWIN VALLEY ARPT: 280' lgtd twr completed 13 n mi E (105°T) at lat. 47-12, long. 95-57. (10-1)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

CLEVELAND-BOLIVAR COUNTY ARPT: Caution-N/S Strip clsd-const. E 1700' E/W Strip avail. (10-12)

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat. 37-20-25, long. 89-35-21. (8-25)

DEXTER ARPT-SPECIAL NOTICE: Landing and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL APRT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28, long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.

JOPLIN-RADIO: About Nov 1, ILS glide slope will be shut down until approx Nov. 12.

MISSOURI: KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution men and equip on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat. 39-05-03, long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy clsd. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 679' TV twr erected 8.7 n mi SE (150°T) at lat. 38-37-41, long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const- mrkd. (2-10)

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: VOR and DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 36 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**LAUREL ARPT: (New): Type: P. Lat. 45-41, long. 108-46. Lctn: 2 s mi N. Elev: 3500'. No. of rnwys: 3. Lngst rnwy & facs: 26-S1. Fuel: F1. Remarks: Use rnwys. P-line SE.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

★LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) Oct 7, rcvr 255.4 mc cmsnd.

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end apch ENE/WSW Strip. (8-13)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

**POLSON ARPT: No fuel, servicing or attendant. (10-4)

ST. IGNATIUS ARPT: Rnwy lgts inoperative until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500';

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi strip closed. (6-12)
BEATRICE ARPT: E/ W strip open days only for lgt acft.
COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)
GRAND ISLAND ARPT: Caution - men, equip. on Rnwy 12-30, daylgt hrs until approx Dec. 1. (9-29)
HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips.
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
OMAHA ARPT-TOWER: About Oct 26, ILS will be shut down for approx 3 days-modification
FLD: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L, 14R, parking ramp and taxiways N of Admin. Bldg. -- tower under const. (6-11)
PENDER-LAMPE'S ARPT: Caution-strip narrow Attended Sundays only.
**RAVENNA ARPT: Abandoned. (9-28)
SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi' 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
ELKO ARPT: Rnwy 12-30 closed-construction.
ELY ARPT: Const on apron. (9-2)
FALLON-RADIO: About Oct 26, LF rng courses will be realigned as follows: 27 A 118 N 191 A 320 N. (10-8)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000' 250°-350° below 1500'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000', 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 150°-115°, 35 n mi at 13,000'; 115°0130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11.000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43n mi at 11,000'; 350°-45°, 35 n mi at 12,000'
RENO ARPT: Rnwy 16-34 clsd-const - acft parked on S 3000'. (9-20
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm -830-1730, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
MANCHESTER-GRENIER AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88, mc. Call: Homer. Trng status. (9-16)
NASHUA-BOIRF FLD: Caution, banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed-constructions. (4-14)
NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi' 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEW JERSEY: NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK ARPT: ALL ACFT. Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of centerline Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts - mrkd.
MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs Rnwy ;4-23 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16) 40' boom adj all rnwys - days only (7-6) About Nov 15, apch lgt lane will be shut down until approx Dec. 15. (10-12)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (9-30)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SF quads below 16,000' (9-24)
ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution - lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5000' of rnwy may be avail. for lndg. (9-3) Rnwy 8-26 closed until Feb 15, 1955; Rnwy 17-35 closed until Dec.15. 1954. (9-14) Restricted to acft on OFL BUS ONLY until Feb 15, 1955. (9-27)
CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)
**COLUMBUS ARPT, SITE 34, PHX-ELP: No fuel available. (10-11)
FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310° T) at lat 32-57-28, long. 103-21-13. (-19-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area 5.2 n mi in radius, centered at lat 33-13-45, long 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR flgt-checked unreliable. (5-25)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC, 26 n mi at 10,000'. VOR has moderate scalloping SW quad.
NEW YORK: BINGHAMTON-RADIO: About Nov 5, H fac will be cmsnd. Freq: 317 kc. Ident: BGM. Lctd at lat 42-06-17, long. 75-53-29; 6.9 n mi from apch end Rnwy 34. (10-1)
BINGHAMTON-BROOME COUNTY ARPT-TOWER: About Nov 4, ILS LOM will be decmsnd.
BUFFALO-RADIO: DME coverage 40°-100°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rnwy closed nights. (7-22)

NEW YORK: CALVERTON-GRUMMAN PECONIC RIVER ARPT: New Field: Lctd lat. 40-55-09, long. 72-47-46. No. of rnwys: 2. Lngst rnwy & facs: 100-L6. This is an aircraft factory airport - not open to the public. (9-7)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon. thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206, 297°-360° and 96-118°. USAF LF rng splits on NE course beyond 30 n mi; slight multiples on SW course bevond 25 n mi. (2-5)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat at oor above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld., N.Y. and Newark Arpt, N.J.
NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S rnwy - lnd to W.(6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd ta xiwavs mrkd bv reflector delineators. Follow exact centerline when using Taxiway CC at roadwav overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwvs 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. (8-18) Effect Sept 18, Ramp spot 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiwav B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect Sept 20, ramp spot 4, closed. Men and equip - cau tion. (9-17) Caution-cranes with 100' booms operg durg davlgt hrs SW of arpt. Booms lowered to 50' ngts.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of wea. Oct 13, ILS lclzr and glide slope shut down until approx Oct 27. (10-13) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrving high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediatelv N of painted helicopter circle at Marine Air Terminal. All acft use Taxiwav 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) Oct 13 thru Oct 19, Rnwy 9-27 clsd. Oct 13 thru Oct 27 Rnwy 4-22 clsd xcpt for taxiing on Taxiways 2 and 3. Oct 20 thru Oct 27 first 1000' Rnwy 13 clsd. Taxiway 5 B avail for use with Rnwy 31. All unsafe areas mrkd. (10-12)
NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N & NW rnwys clsd as mrkd at intsxns. Use grass for taxying. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flving area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndrv. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.

NEW YORK: SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 10-28 closed; Rnwy 2-20 clsd S of E/W intersection. N/S taxis strip leading from midfield to rnwy 2 closed. (9-12)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: Rnwy 10-28 now 7000' of E end new extension closed.(5-22) Caution portions Rnwys 6-24 and 14-32 not visible from twr. (6-8) Two 30' obst poles erected approx 3400' from W end and 1300' N Rnwy 10-28. (8-9)
**WALDEN-NEWBURGH-WALDEN ARPT: Lndg FEE of $1.00 when no gas purchased. (10-5)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WATERTOWN ARPT: All rnwys, ta xiways mrkd by 4' flag stakes for snow removal.(10-6)
WHITE PLAINS-WESTCHESTER COUNTV ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: ✈ASHEVILLE-RADIO: VOR monitoring category changed to (1). (10-8)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin.bldg not attended. Watch old twr for light signals. (6-8)
**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat. 36-06-39; long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked. Oct 5, VOR and DME shut down until approx Nov 5 - modernization. (10-5)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat. 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (10-11)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi. 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses. Soon VAR will be decmsnd, concurrently VOR will be cmsnd at lat 34-21-03, long. 77-52-27. (9-17)
NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)
*FARGO-HECTOR FLD: 300' lgtd micro wave twr erected 18 n mi NW (300°T) at lat 47-04-00; long. 97-13-50. (9-17) Men-hvv equip on E and NE portion of arpt-crossing rnwys occasionallv. Bndrv lgts inop. 165'(1072'MSL) lgtd twr erected 2.1 n mi SSE(155°T) at lat 46-52-54, long.96-47-16. 195'(1100'MSL) lgtd grain elev erected 2.6 n mi SSW(210°T) at lat 46-52-15, long. 96-50-40. (10-1)
GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
*MAYVILLE ARPT: 150' lgtd micro-wave twr erected 9 n mi SSW at lat. 47-21-05; long. 97-26-15. (9-17)
*VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat 47-05-29; long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnwvs onlv.
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-1)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibilitv twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions. (10-19-54)

OHIO: CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°,35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245° -310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-CUYAHOGA COUNTY ARPT: Caution - const E/W Taxiway - equip on fld.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKE FRONT ARPT: Acft avoid clover leaf E end of arpt. Use new extension of Rnwy N of clover leaf. (9-4)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Takxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259° 314° below 3000'; 180°-229° and 121°-173° below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350° - 110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg. (9-27)
TOLEDO-RADIO: VOR usable distance 22 n mi at min enroute alt. (7-7)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
TOLEDO-EXPRESS ARPT-TOWER: Soon ILS compass lctrs willbe placed in test opern and cmsnd about Dec. 1. LMM freq: 201 kc, ident: LX. Lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 275kc, ident: TL. Lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (9-16)
TROWBRIDGE: Effect Nov 8, 1954, Caution Area C-471, described as follows: bounded on N by line thru Curtice, Ohio to Reno by the Lake, Ohio, extending from the E bndry of Red 27 to Danger Area D-149, on the NE by Danger Area D-149, on the E by a direct line from the southwest corner of D-149 thru LaCarne, Ohio on the S by Green 3 and on W by Red 27. Altitude: Surface to 12,000' MSL. Time of Use: daylgt hrs only. Activities Conducted: Acrobatic and Tactical Carrier Training. Controlling Agency: NAS Grosse Isle, Mich. (10-8)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000' 127°259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315° - 344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.
**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S now completed. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to no-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.
**ZANESVILLE-BRIGGS ARPT: Abandoned. (10-12)
OKLAHOMA: **ADA ARPT: P-line approx 2700' S will not be lgtd. (9-24)
ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)
OKLAHOMA: DURANT-EAKER FLD: Extreme NW end NW/SE Rnwy has soft spots-mrkd.
GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE is completed. (9-2) N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement lctd on S portion of N/S Rnwy. (3-16)
**OKMULGEE ARPT: 719' (1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: 225' (1224'MSL) lgtd TV twr erected 10 n mi W (267°T) at lat. 36-11-46; long. 96-05-53. (10-4) 1135'(2147'MSL) TV twr erected 9.1 n mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight.
**TULSA-CHEROKEE ARPT: Effect. Oct. 31, fld will be abandoned. (10-6)
OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Oct 25 - modernization. (8-3)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000' N-lat 45-51-50; E-long. 119-2920; S-lat 45-59-40; W-long. 119-30-47. (2-2)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500° 275°-350°, 26 n mi at 10,500'. (4-23)
MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.
MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000' ;60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY FLD-TOWER: ILS glide slope inop, acct interfering obstr. (9-2) FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)
THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

PENNSYLVANIA: **ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59, long. 75-26-08. (7-8) Due to non-visiblity twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S rnwy clsd. Const on fld. (9-20)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri. 0800-1700. Nbndry- lat 40-01-00; S lat 39-59-30, E-long. 77-47-00, W-long. 77-49-00.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Airways; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unabel to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (5-6) Trench const 100' N and parallel to Rnwy 8-26, mrkd days, ngt. (8-25)

HAZELTON-REIFENBERG ARPT: Irregularly-attended - no service avail. (7-20)

JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279 MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (8-14)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Arpt tfc ctl twr re-lctd to new Terminal Bldg., NW side of fld. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 13 knots, not usable under other conditions xcpt in emerg. Artifical lake 0.4 n mi wide; 1.7 n mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Lgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. Hi-intensity rnwy lgts not controllable. Rnwy 9 designated calm wind rnwy. (10-14)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 41' unlgtd p-line 950' W of apch end Rnwy 10. Rnwy 15-33 closed, const. (9-30)

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: Sept 14, ILS lclzr, glide slope, MM and OM shut down until approx Dec 15-rnwy const. About Nov 1, twr hrs of opern will be 0700-2300. (10-1) FLD: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const-N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line - extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwys 12-30 and 5-23 closed entire lengh. (9-13)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: Oct 12, trans & rcvr 236.6 mc cmsnd. FLD: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily.

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WELLSBORO-GRAND CANYON ARPT: Caution- const. Men and equip. on fld. (5-26)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.

WILKES-BARRE-SCRANTON-ARPT-TOWER: About Nov. 4, combined stn/twr will be cmsnd

** Arpt tfc call: Wilkes-Barre Twr. En route tfc call Wilkes-Barre Rdo. Apch ctl call: Wilkes-Barre Apch Ctl. Will trans and rcv 121.3 mc, local control; 121.9 mc, ground ctl. 121.5 mc, emergency 126.7 and 135.9 mc en route. Also trans 248 kc; 272 kc; 122.2 mc, and 135.0 mc and guards 122.1 mc, 122.5 mc, 255.4 mc and 3023.5 kc. (10-15) FLD: 260' lgtd microwave twr erected 18 n mi S (168°T) at lat. 41-02-38, long. 75-36-20. (10-12)

PENNSYLVANIA: WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil trype acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress-open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Const equip on fld. No crash or communication facs. Not safe to land. (7-30)

CHARLESTON; Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

★CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) Oct 12, DME at VOR site flgt-checked and cmsnd. Coverage 26 n mi at min en route alt in all azimuths.

★CHARLESTON ARPT-TOWER: Oct 15, trans & rcvr 257.8 mc cmsnd.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat 32-47-53, long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, except on 30 min prior notice. (1-25)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 168' (312' MSL) lgtd rdo twr erected 2 n mi W (272°T) at lat. 34-11-40, long. 79-46-16. (10-1) 823' twr erected 4.3 n mi N (180°T) at lat. 34-16-13, long. 79-43-39.

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

**HARTSVILLE ARPT: 306' (676'MSL) lgtd rdo twr erected 9 n mi SW (243°T) at lat. 34-21-25, long. 80-12-02. Erroneously carried under North Carolina, AI RGI Vol 9, No. 15.

**KERSHAW ARPT: 243' (875'MSL) lgtd rdo twr erected 9.5 mi N (9°T) at lat. 34-37-37, long. 80-33-04. (10-11)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors no fully flgt-checked. (10-8)

SUMTER ARPT: Const started on new school bldg lctd NW corner-not marked. (9-23)

SOUTH DAKOTA: **ABERDEEN-SAUNDERS ARPT: Rnwys rstd to acft 26,000 lbs or less.

EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW of Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

**PIERRE ARPT: Lngst rnwy & facs: h72-BL4, 6-S5-W. (10-11)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350°, below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

SISSETON ARPT: Rotating beacon discontinued. (10-8)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (10-19-54)

TENNESSEE: ★BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to Fld. Sept 27, ILS glide slope shut down for approx 3 weeks - installation new equip. Effect. Oct 15, twr service will be avail. 24 hr basis.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone.

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi; 140°-290°, 17 n mi; 290°-310°, 26 n mi; 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLF-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLF-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. FLD: N/S rnwy clsd ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi' 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

MEMPHIS ARPT-TOWER: Oct 4, ILS glide slope shut down for relctn to 2125' E of W end of E/W rnwy and 350' S of the centerline of E/W Rnwy. Lat 35-03-26, long. 89-58-42. ASR will continue to issue distance values in statute miles in connection radar control.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ★ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21) Correct VOR lat 32-28-52, long. 94-01-40. (10-4)

ABILENE-(NEW) ARPT: 310' (2031' MSL) rdo twr erected 2.6 n mi W (273° T) at lat 32-25-44, long. 99-43-50. (10-10)

ALPINE-STARNS ARPT: 310' (5310' MSL) lgtd rdo twr erected 2.3 n mi SE (150° T) at lat 30-20-25, long 103-39-40. (10-6)

ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75° T) at lat 29-27-57, long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.

★AMARILLO-RADIO: Correct VOR lat 35-17-15, long. 101-38-20. (10-4)

★AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'. USAF UHF/DF on trng status. (6-14) USAF H fac cmsnd. Freq: 293 kc. Ident: CMK. Bear. and dist. to Fld: 350°, 5.5 n mi. Class: MHW. (10-13)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads.

BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd-const. (1-28)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All Rnwys very ruf in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Nov. 15. ASR will continue to issue distance values in statute miles in connection with radar ctl.

** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12) Exten const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than ground grade. Const - men and equip. on fld. Two ILS glide slope bldgs lctd 1000 and 2000 ft NW end Rnwy 13; 400' SW of center of rnwy, unlgtd. (6-2)

TEXAS:

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 n mi. (11-26)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° take-off: following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03, Biggs Air Force Base. (3-17) Sept 1, neon apch lgtg on Rnwy 22 inoperative. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equipment on fld daylight hours. (8-3)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

★GUTHRIE-RADIO: Correct VOR lat 33-46-42, long. 100-20-09. (10-4)

HONDO: Intensive student instruction conducted during VFR conditions including aerobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; racnh road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way radio rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 CST, approx 12.2 n mi E.

**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. (9-1); Deep ruts in E shoulder of NW/SE Rnwy. Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

★JUNCTION-RADIO: Correct VOR lat 30-35-52, long. 99-49-02. (10-4)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)

MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)

MIDLAND AIR TERMINAL-TOWER: ILS glide slope shut down until approx Nov. 29. (10-18)

MINERAL WELLS-RADIO: DMF coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

POTEET ARPT: Closed - construction.

QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500' 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)

SAN ANTONIO-STINSON FLD: Lgt gun will oper Sat and Sun., 0900-1900. (3-12)

SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng. (10-19-54)

TEXAS: ★TYLER-POUNDS FLD-TOWER: Oct 7, freq 206kc changed to 272 kc. Oct 14, ILS flgt-checked and cmsnd. Lclzr freq: 109.9 mc with voice. Ident: TYR. Serving Rnwy 12 to the SE. Lclzr lctd 750' from SE end of NW/SE rnwy at lat 32-21-00, long. 95-23-30. Glide slope freq: 333.8 mc. Lctd 1000' from NW end of NW/SE rnwy; 400' SW of centerline at lat. 32-21-30, long. 95-24-15. Glide slope angle: 2.5° with apch alt over OM 1800'. LMM freq: 201 kc. Ident: YR. MM lctd 0.7 mi from SW end of NW/SE rnwy of extended centerline of Rnwy 12, at lat 32-22-00, long. 95-24-45. LOM freq: 219kc. Ident: TY. OM lctd 5.3 mi from NW end of NW/SE rnwy on extended centerline of Rnwy 12 at lat. 32-25-00, long. 95-28-00. Caution-glide slope not to be used from MM to touchdown. (10-14)
FLD: Rnwys 12-30 changed to Rnwys 13-31 to conform with ILS system. (10-18)
VICTORIA-COUNTY ARPT: Lgtd oil well derrick erected 350' from centerline of any Rnwy.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs-usable for taxiway only. (8-4)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
FAIRFIELD: Rdo rng antenna pole obstn lgts will be perm. discontd Oct. 20. (10-12)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN -HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290°and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140° 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'.
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy tfc pat W of arpt with rgt tfc for lndgs rnwys 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed-obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6,000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. (1-15)
BURLINGTON ARPT: Rnwy 15-33 closed to all tfc during daylgt hrs xcpt jet and scheduled 4 engine acft thru October 25. (10-15)
SPRINGFIELD-HARTNESS ARPT: S side of E/W Rnwy under const, 2000 x 75 ft. avail for lndgs. No serv. facs. (9-27)
VIRGINIA: BLACKSTONE-RADIO: About Oct 26, NE course LF rng will be realigned from 250° to 272°. (9-17)
CHARLOTTESVILLE-ALBERMARLE ARPT: New fld under const. 7 s mi N, Elev: 639'. Lat. 38-08-16, long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
CHINCOTEAGUE NAAS-RADIO: About Oct 26, S course LF rng will be realigned from 8° to 35°; N course from 188° to 215°. (9-17)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad. About Oct 18, VOR will be shut down for approx 3 days. (9-30)
LAWRENCEVILLE-RADIO: VOR radials from 185° - 240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902'MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat. 37-11-50, long. 79-21-07. (9-23) Signal for below VFR wea minimums inop. ngts. (8-6)
MONTEBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)
NORFOLK: Warning Area W-108 redescribed as follows: Beginning at a point at lat 38-45, long. 74-53; thence due E to a point 2 n mi SW of SW bndry to ICAO Control Area #1148, thence SE paralleling said Control Area to a point 2 n mi W of the W bndry to the N. Y. Oceanic Air Traffic Control Area, thence due S paralleling the western bndry of the N. Y. Oceanic Air Traffic Control Area to lat 36-33-30, thence due W to a point 3 n mi from the U. S. shoreline, thence northerly paralleling the shoreline to lat 36-49-25, long. 75-54-00; thence to lat 36-49-25, long. 75-32-00; thence due N to lat 37-08-00; thence due W to long. 75-47-00; thence northeasterly paralleling the shoreline to a point at lat 38-37-00, long. 74-59-30, thence to a point at lat 38-45-00, long. 74-53-00, point of beginning. Effective November 8, 1954.
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT-TOWER: Oct 14, ASR will be shut down until approx Nov. 13, modernization. All radar procedures suspended for this period. (10-14) ASR PPI apchs not avail. to Rnwy 22, 31, 13. (8-6) About Nov1. apch ctl freq 126.5 mc will be cmsnd.
PULASKA-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-RADIO: About Oct 26, SE course LF rng will be realigned from 310° to 303°.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-line across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP-COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
CLE ELUM ARPT: 8' fence erected across E end of E/W Rnwy - not obstn marked or lgtd.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000' USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.
**FRIDAY HARBOR SEAPLANE BASE: Arpt of Entry. (9-27)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmarked.
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43, long. 122-32-32 (7-26)
PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: About Nov. 8, VOR will be shut down for indefinite period-modernization.
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to Strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to theE at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'. (10-14)

WASHINGTON: SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable 300°-70° at 6000'; 70°-90° at 9000'; 90°-140° at 11,000'; 140°-180° and 250°-300° at 12,000'.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD-TOWER: Back course ILS lclzr usable 9 n mi with flyable bends. FLD: Caution--const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. Men and equip. working on appchs to Rnwy 2-20. (9-24)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)

**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long. 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp. (9-16)

**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat 38-30-34, long. 83-13-09. (10-8)

MARTINSBURG -RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: GRANTSBURG-RADIO: VOR has counterclockwise course errors up to .5° in excess of tolerance from azimuth angles 95°-125° and clockwise errors up to 1.5° in excess of tolerance at azimuth angles 220°-245°. (8-10)

JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)

**LONE ROCK ARPT SITE 16,CHI-TWIN CITIES: Bcn changed from 6 clear and 6 green fpm to 12 clear fpm red course lgts reactivated flashing code no. 6, dash dot dash. (10-11)

MADISON-TRUAX FLD-TOWER: Caution -twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30) Overrun lgts S end Rnwy 18-36 inop. (9-1)

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: VHF/DF recmsnd at combined stn/twr. Soon ASR will be cmsnd. (9-27) FLD: Rnwy 13-31 clsd. Rnwy 6-24 clsd 0700-1700.(8-10)

NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)

OCONOMOWOC-PABST ARPT: Effect Jan 1, 1955 N/S strip (2000' x 200') will be discontd.

**RHINELANDER-ONEIDA COUNTY ARPT: Construction completed NW/SE now paved 3700' x 100'. Shoulders soft. Clearing of trees SW end in progress. (10-8)

SIREN-BURNETT COUNTY ARPT: All lgtg fac inop. (10-1)

WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)

WAUKESHA-COUNTY ARPT: Caution -E/W Strip closed, Sept. 26. (9-9)

WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.

CHEYENNE ARPT: Clsd to transient jet acft except in emergencies.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

WYOMING: LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)

LARAMIE-BREES FLD: Caution deer on fld. (6-29)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)

ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd - mrkd.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

(10-19-54)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Oct. 19, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Mass
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Utiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB
Terre Haute, Ind., Hulman Field
Butler, Mo.
Farmington, Mo.
Massena, N. Y., Richards Fld.
Plattsburg, N.Y., Municipal

GROUND

Aberdeen, S. Dak., (Saunders)

Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.
South Bend, Ind., St. Joseph Co.
Springfield, Mo., Municipal
Detroit, Mich., Willow Run
Duluth, Minn.

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BILLINGS, MONT. Municipal Airport 3612 SBRAZ - DTV BIL Procedure No. 1 Effective date: 11/26/54 Amendment No. 6 Supersedes Amdt. M-5 dated 1/21/52 New Format and minor changes	NIBBE FM (final)	234 25.0	4500	N side E crs 054 - outbnd 234 - inbnd 5000' - within 25 mi	4500	252 1.4	2 - engine or less T-dn C-d C-n A-dn	300-1 400-1 400-2 800-2	300-1 500-1 500-2 800-2	Within 1.4 miles... climb to 5500' on W crs within 15 miles of BIL LFR. Deviation from standard criteria authorized for Items 2, 5 and 6.
	PARK CITY FM	067 21.0	5500				More than 2 - engine T-dn C-d C-n A-dn		300-1 500-1.5 500-2 800-2	
	BIL VOR	064 6.0	5500							
BUTTE, MONT. Municipal Airport 5554 Whitehall LFR HIA and Homestake FM Effective date: 9/24/54 Procedure No. 1 Original Replaces LFR Procedure No. 2 cancelled 9/14/54	Whitehall LFR	275 12.0 (To Homestake FM)	9500	(None)	Home-Stake FM	275 4.0 (From Homestake FM)	2 - engine or less T-d T-n C-d C-n A-d A-n	1500-1 1500-2 2500-1 2500-2 2500-1 2500-2	1500-1 1500-2 2500-1 2500-2 2500-2 2500-2	Within 4.0 miles... make climbing left turn, proceed to Whitehall LFR on NW crs Whitehall LFR 095° inbnd at 10,000 feet. Caution: High terrain (8300) MSL 2 miles east of airport. ADF approach not authorized. Sliding scale NA for landing.
							More than 2 engine T-d T-n C-d C-n A-d A-n		1500-1 1500-2 2500-1.5 2500-2 2500-1.5 2500-2	
HOUSTON, TEXAS Municipal Airport 50 SBRAZ-DTV - HOU Procedure No. 1 Effective date: 12/3/54 Amendment No. 15 Supersedes Amdt. No. M-14, dated 7/24/54 Major Changes: Arcola FM transitional altitude, Column 4, raised.	Int. SE crs HOU LFR & 039° M PER RBN (final)	309 5.0	700	E side SE crs 129 - outbnd 309 - inbnd 1200' - within 10 mi (NA beyond 10 mi)	700	309 2.2	2 - engine or less T-dn C-dn S-30 * dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 2.2 miles..climb to 1700' on NW crs within 25 miles. *590' per minute descent required at 120 mph
	Arcola FM	038 16.0	1400				More than 2 engine T-dn C-dn S-30 * dn A-dn		200-1.5 500-1.5 400-1 800-2	
	Houston FM	129 9.0	1300							
	Houston VOR	136 2.0	1200							
Procedure No. 2 Effective date: 12/3/54 Amendment No. 9 Supersedes Amend. No. M-8, dated 7/29/54 Major Changes: Same as Procedure No. 1	Int. SE crs HOU LFR & 039° m bearing from PER Rbn	309 5.0	1200	W side NW crs 309 - outbnd 129 - inbnd 1700' - within 10 mi	1500 over HOU FM	129 5.6	2 - engine or less T-dn C-dn S-12 dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 5.6 miles from Houston FM climb to 1400' on SE crs within 15 miles.
	Arcola FM	038 16.0	1400				More than 2 engine T-dn C-dn S-12 dn A-dn		200-0.5 500-1.5 400-1 800-2	
	Int. NW crs HOU LFR & NE crs. RIM LFR (final)	129 10.0 to HOU FM	1500							
	Houston VOR	136 2.0	1200							
MERCED, CALIF. Merced Airport 155 MRAWZ (Castle AFB LFR) MER Procedure No. 1 Effective date: 11/26/54 Amendment No. 3 Supersedes Amdt. No. 2 dated 12/12/53 Major Changes: Lower missed approach altitude to conform to en route altitude in the area and restrict missed approach to within 15 miles to preclude entry into B airway 14.				N side NE crs 033 - outbnd 213 - inbnd 1700' - within 15 mi (NA beyond 10 mi)	1200	158 3.0	2 - engine or less T-dn C-dn A-dn	300-1 500-1 800-2	300-1 600-1 800-2	Within 3.0 miles...climb to 2000' on SW crs within 15 miles of LFR.
							More than 2- engine T-dn C-dn A-dn		200-0.5 600-1.5 800-2	
MILES CITY, MONT. Municipal Airport 2631 SBMRAZ-DTV MLS Procedure No. 1 Effective date: 11/26/54 Amendment No. 7 Supersedes Amdt. No. 6 dated 7/1/54 Major Changes: New format and correct crs to LFR from VOR	MLS VOR	360 1.5	4500	S side W crs 235 outbnd 055 - inbnd 4500-within 25 mi	3500	055 2.2	2-engine or less T-dn C-d C-n A-dn	300-1 400-1 400-2 800-2	300-1 500-1 500-1.5 800-2	Within 2.2 miles...climb to 4300' on E crs with n 20 miles of MLS LFR.
							More than 2- engine T-dn C-dn A-dn		200-0.5 500-1.5 800-2	
PHILADELPHIA, PA. International Airport 10 SBMRAZ-DTV-PHL Procedure No. 1 Effective date: 11/26/54 Amdt. No. 4 Supersedes Amdt. No. 3 dated 5/29/54 Major Changes: Missed approach altitude revised.	Boothwyn FM (final)	080 9.0	900	S side W crs 260 - outbnd 080 - inbnd 1500' - within 10 mi	900	099 2.7	2 - engine or less T-dn C-dn S-dn 9 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 2.7 miles...climb to 2500' on NE crs or when requested by ATC, make a right climbing turn, climb to 1500' on S course. Caution: Standard clearance not provided over obstruction one mile SE of range stn.
							More than 2-engine T-dn C-dn S-dn 9 A-dn		200-0.5 500-1.5 400-1 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (10-19-54)

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN 'A' COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS. 'B' DIRECTED BY GROUND CONTROLLER. 'C' VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS OR 'D' LANDING IS NOT ACCOMPLISHED REMARKS
		RUNWAY NO	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
HOUSTON, TEXAS Municipal Airport 50 Procedure No. 1 Effective date: 12/3/54 Amendment No. 2 Supersedes Amdt. No. 1 dated 7-29-54 Major Changes: Raise maneuvering altitude Column 2, and missed approach altitude, column 9.	2000' within 25 miles					2 - engine or less		Climb to 2000' straight ahead then proceed to Houston LFR or VOR or proceed as directed by ATC.
		ALL	T-dn			300-1	300-1	
		3, 12, 30	S-dn			400-1	400-1	
		3, 12, 30	C-dn			400-1	500-1	
		17, 35	S-dn			500-1	500-1	
		17, 35	C-dn			500-1	500-1	
		21	S-dn			600-1	600-1	
		21	C-dn			600-1	600-1	
		ALL	A-dn			800-2	800-2	
						More than 2 - engine		
		ALL	T-dn				200-0.5	
		3, 12, 30	S-dn				400-1	
		3, 12, 30	C-dn				500-1.5	
		17, 35	S-dn				500-1	
		17, 35	C-dn				500-1.5	
		21	S-dn				600-1	
		21	C-dn				600-1.5	
		ALL	A-dn				800-2	
LOS ANGELES, CALIF. International Airport 125 Procedure No. 1 Effective date: 11/26/54 Amendment No. 6 Supersedes amdt. No. 5 dated 4-5-54 Major Changes: New format, delete 25R from PAR and add 16-34 to ASR.	All bearings are to the radar with sector azimuths progressing clockwise Within 5 miles 165-194 - 1700 195-164 - 1500 Within 10 miles 165-194 - 2000 195-330 1500 331-360 - 2000 001-090 - 1500 091-164 - 2500 Within 15 miles 091-194 - 3000 195-240 - 2000 241-314 - 1500 315-360 - 2500 001-090 1500 Within 20 miles 091-220 - 5000 221-090 - 3000 Within 25 miles 091-164 - 5000 165-220 - 7000 221-264 - 3500 265-314 - 3000 315-360 - 4000 001-090 - 4000	25L only for PAR and all rnwys for ASR.				2 - engine or less		Climb to 2000' on west course of Los Angeles LFR within 25 miles of LAX LFR. Air Carrier Note: 300-1 required for take-off on Runway 16.
			T-dn	300-1	300-1	300-1	300-1	
			C-dn	400-1	600-1	400-1	600-1	
			S-dn	200-0.5	200-0.5	400-1	600-1	
			A-dn	600-2	600-2	600-2	600-2	
					More than 2 - engine			
			T-dn		200-0.5		200-0.5	
			C-dn		600-1.5		600-1.5	
			S-dn		200-0.5		600-1.5	
			A-dn		600-2		600-2	
MILWAUKEE, WISC. General Mitchell Field 698 Procedure No. 1 Effective date: 10/27/54 Amendment: Original Supersedes: None Major Changes: None-ASR commissioned.	All sectors 2500' within 25 miles. At 2500' 3 miles lateral separation required from TV tower 1700' MSL 10 miles N of airport.					2- engine or less		Runway 1: Climb on 15° mag. heading to 2700' within 10 miles. Caution. TV tower 1700' MSL 10 miles north. Runway 19: Climb outbound on localizer course to 2000' over LOM. Runways 7, 13, 25, 31, climb to 2100' south bound to LOM within 10 miles.
		ALL	T-dn			300-1	300-1	
			C-dn			600-1	600-1.5	
			A-dn			800-2	800-2	
						More than 2 - engine		
			T-dn				200-0.5	
			C-dn				600-1.5	
			A-dn				800-2	
						All Aircraft		
		1, 19, 7	S-dn			400-1	400-1	
		13	S-dn			500-1	500-1	
		25, 31	S-dn			600-1	600-1	

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY			PROCEDURE TURN (SIDE OF FINAL APCH CRS (OUTBND AND INBND), ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
	FROM	CRS AND DIST	MIN ALT				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
HOUSTON, TEXAS Municipal Airport 50 BVOR - HOU Procedure No. 1 Original, effective 3/24/54	PROCEDURE CANCELLED Effective date. 12/3/54									
Procedure No. 2 M-4, Effective date: 7/29/54 Major Changes: Procedure cancelled due to lack of utilizational	PROCEDURE CANCELLED Effective date: 12/3/54									
RENO, NEVADA Reno Municipal Airport 4404 VORW-DTV - RNO Procedure No. 1 Effective date: 11/26/54 Amendment No. 2 Supersedes Amdt. No. 1 dated 5/19/53 Major Changes New format, reduce initial approach, procedure turn and missed approach Altitudes. Add BCOB to alternate minimums	Wadsworth FM	220 21.0	9000	°S side crs 050 - outbnd 230 - inbnd 9000' - within 10 mi (NA beyond 10 mi)	7900	230 5.9		All Aircraft		Within 5.9 miles...turn right, climb to 9000' on crs of 050° within 10 miles of Reno VOR. Caution: If contact not established at minimums, missed approach must be started immediately due to high terrain west. Note: monitoring - Class 3. °Procedure turn south for more favorable terrain.
	Reno LFR	081 6.0	9000				T-dn C-dn A-dn	1000-3 2500-3 2500-3 (BCOB)	1000-3 2500-3 2500-3 (BCOB)	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (10-19-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
AUSTIN, TEXAS Mueller Airport 631 ILS - AUS LOM - AU ILS & ADF Comb. Procedure No. 1 Amendment No. 9 Supersedes ILS M-8 11/1/52 & ADF M-2 dated 11/1/52. Effective date: 12/3/54 Major Changes: Bearings and distances revised. Add transition from Cedar Creek Int. Insert minimums with glide Slope Inoperative	Austin VOR	ILS-LOM	148 11.0	2000	E side of SE crs 125 - outbnd 305 - inbnd 2000' - within 10 mi (beyond 10 mi NA)	ILS 2000 * ADF 1200 over LOM	2120 6.1	820 0.7	2 - engine or less			Climb to 2500' on NW crs. of ILS or within 6.1 miles after passing LOM (ADF) track 305° magnetic from ILS LOM within 25 mi or when directed by ATC turn right and climb to 2100' on NE crs. of AUS LFR within 25 miles. *2000' will intercept glide slope 0.5 miles after passing OM. **Authorized on 16R, 34L, 12R, and 30L. Air Carrier Notes: 400-1 required when operating pursuant to Section 23(a) or 29(b) of the operations specifications.
	Austin LFR	ILS-NW crs	118 1.5	1900					T-dn	300-1	300-1	
	Smithville RBN	ILS-SE crs	295 29.0	1900					C-dn	500-1	500-1	
	Cedar Creek Int.	OM	330 12.0	1700					S-30L ILS dn	300-0.75	300-0.75	
									ADF	400-1	400-1	
									More than 2 engine			
									T-dn		300-1	
										**	200-0.5	
									C-dn		500-1.5	
									S-30L ILS dn		300-0.75	
									ADF dn		400-1	
									All Aircraft			
									A-dn ILS	600-2	600-2	
									ADF	800-2	800-2	
BILLINGS, MONT. Billings Airport 3612 ILS - BIL Procedure No. 2 Effective date: 11/26/54 Original procedure	BIL LFR	W crs ILS	247 2.0	5200	S side W crs 5200' - within 5 mi of BIL VOR 253° - outbnd 073° - inbnd 5500' - within 10 mi (NA beyond 10 mi)	BIL VOR 4700	BIL VOR to runway 074 3.8		2 engine or less			Climb to 5000' on E crs BIL ILS 073° outbound within 10 miles.
	BIL VOR	W crs ILS	0.0	5200					T-dn	300-1	300-1	
	Park City FM	W crs ILS	058 4.0	5200					CV-d	400-1	500-1	
									C-n	400-2	500-2	
									S-7 d	400-1	400-1	
									n	400-2	400-2	
									A-dn	800-2	800-2	
									More than 2 - engine			
									T-dn		300-1	
									C-d		500-1.5	
									C-n		500-2	
									S-7 d		400-1	
									n		400-2	
									A-dn		800-2	
BINGHAMTON, N.Y. Broome County Airport 1629' ILS - BGM LMM - GM MHW - BGM Combination ILS- ADF Procedure No. 1 Amdt No. 3 Supersedes Amdt. No. 2 dated 4/1/54 Effective date: 12/3/54 Major Changes: LOM decommissioned. Binghamton MHW commissioned. Procedure turn and final approach altitudes revised.	Binghamton VOR	BGM MHW	117 13.0	3500	E side SE crs 158 - outbnd 338 - inbnd 3500' - within 10 mi of Binghamton MHW	ILS 3500 ADF 3000 over BGM MHW	2750 4.6 BGM MHW 3540 7.9	1825 0.7	2 - engine or less			7.9 mi after passing BGM MHW (ADF)....climb to 3500' on crs of 338° outbnd from LMM within 15 miles. *ADF minimums premised on use of both Binghamton MHW and LMM. If LMM inoperative or not used, follow ng landing minimums apply to all aircraft: S-d 500-1 S-n 500-2 C-d 500-1.5 C-n 500-2
	Elmira LFR	"	104 53.0	3500					T-dn	300-1	300-1	
	Int. N crs Wilkes - Barre LFR & brng. 38° to BGM MHW	"	038 15.0	3500					C-dn	400-1	500-1	
	Int. brng 266° to Elmira LFR & 225° to ILS LMM	LMM	225 14.0	3500					S-dn 34 ILS	300-0.75	300-0.75	
	Wilkes Barre Scranton VOR	BGM	345 48.0	4000					*ADF	400-1	400-1	
									A-dn	800-2	800-2	
									More than 2 - engine			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn 34 ILS		300-0.75	
									*ADF		400-1	
									A-dn		800-2	
CHARLESTON, S.C. Charleston Airport 45' ILS - CHS LOM - CH ILS & ADF Comb. Procedure No. 1 Amendment No. 11 Effective date: 12/3/54 Major Changes: Raise missed approach alt. Remove air carrier restrictions. Correct error in 2-eng take-off visibility. Supersedes Amdt. No. 10, dated 8/30/54	Charleston LFR	LOM	001 4.0	1200	W side NW crs 328 - outbnd 148 - inbnd 1200' - within 10 mi	ILS 1200 ADF 700 over LOM	1100 4.6	245 0.7	2 - engine or less			Climb to 1800' on SE crs of ILS-4.6 mi. after passing LOM (ADF) climb to 1800' on crs of 148° within 25 miles.
	Charleston VOR	OM	217 1.5	1200					T-dn	300-1	300-1	
									C-dn	400-1	500-1	
									S-15 ILS dn	200-0.5	200-0.5	
									ADF dn	400-1	400-1	
									More than 2 - engine			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-15 ILS dn		200-0.5	
									ADF dn		400-1	
									All Aircraft			
									A-dn ILS	600-2	600-2	
									ADF	800-2	800-2	
DENVER, COLO. Stapleton Airfield 5331 ILS - DEN LOM - DE Comb. ILS-ADF Procedure No. 1 Effective date: 12/3/54 Amendment No. 19 Supersedes Amdt. No. 18 dated 8.16/54 Major Changes: New format and correct crs from Bennett Int. to LOM.	DEN LFR	LOM	099 9.0	7000	North side E crs 076 - outbnd 256 - inbnd 7000' - within 5 mi	7000	6997 6.3 ADF 7000	5571 0.7	2 - engine or less			Within 6.3 miles after passing LOM (ADF) turn right, climb to 6300' on north crs DEN LFR within 20 mi. Alternate missed approach: When directed by ATC, turn right, climb to 6600' on E crs DEN LFR. Caution: 5918' MSL radio tower 4.7 miles ESE of airport. 5579' MSL tank 0.9 miles SE MM.
	DEN VOR	LOM	161 7.0	7000					T-dn	300-1	300-1	
	AURORA "H"	LOM	049 9.0	7000					C-dn ILS	400-1	500-1	
	DUPONT INT.	LOM	122 11.0	7000					ADF	900-1	900-1	
	SEE BEE Int.	LOM	215 16.0	7000					S-dn 26L ILS	200-0.5	200-0.5	
	Int E crs ILS and S crs DEN LFR	LOM	076 7.0	7000					ADF	900-1	900-1	
	Bennett Int.	LOM	256 31.0	7000					A-dn ILS	600-2	600-2	
									ADF	900-2	900-2	
									More than 2 - engine			
									T-dn		200-0.5	
									C-dn ILS		500-1.5	
									ADF		900-1.5	
									S-dn 26L ILS		200-0.5	
									ADF		900-1	
									A-dn ILS		600-2	
									ADF		900-2	
FRENSO, CALIF. Fresno, Air Terminal Procedure No. 1 Dated: 5/17/54	Correct Volume 9, No. 5 dated May 18, 1954 - Column 9 to read: 0.7 - instead of 0.1.											

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (10-19-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
PHILADELPHIA, PA. International Airport 10' ILS - PHL LOM - PH Comb; ILS - ADF Procedure No. 1 Effective date: 11/26/54 Amdt. No. 5 Supersedes Amdt. No. 4, dated: 8/6/54 Major Changes: Missed approach alt. revised.	Boothwyn FM (final)	LOM	085 7.0	1500 (ILS) 900 (ADF)	S side W crs 265 - outbnd 085 - inbnd 1500' - within 10 mi of LOM	ILS 1500 ADF 900 over LOM	1500 5.3	230 0.7	2 - engine or less T-dn C-dn ILS ADF S-dn 9 ILS ADF A-dn ILS ADF	300-1 400-1 500-1 200-0.5 500-1 600-2 800-2	300-1 500-1 500-1 200-0.5 500-1 600-2 800-2	Within 5.3 mi after passing LOM (ADF) climb to 2500' on NE crs of Philadelphia LFR to Mt. Holly Int. Alternate missed approach procedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int at 1500'.
	Philadelphia LFR	LOM	251 2.8	1500					More than 2 - engine T-dn C-dn S-dn 9 ILS ADF A-dn ILS ADF		200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	
SALT LAKE CITY, UTAH Salt Lake City Arpt. No. 1 4222 ILS - SLC Procedure No. 2* Effective date: 11/26/54 Amendment No. 5 Supersedes amdt. No. 4 dated 1/23/51 Major Changes: New format and minor corrections. *For Stratus conditions only: aircraft must be on top, inbnd on glide slope before starting final approach. Tops between Riverton FM and SLC not to exceed 7500' MSL. (otherwise procedure No. 1 shall be used.)	Riverton FM	S crs ILS	343 0.0	7500	No procedure turn authorized. Final approach crs 343° - inbnd	7500	5560 4.6	4440 0.6	2 - engine or less T-dn# C-dn S-dn % 34 A-dn More than 2 - engine T-dn# C-dn S-dn 34 A-dn	300-1 500-1 300-0.75 600-2	300-1 600-1 300-0.75 600-2 200-0.5 600-1.5 300-0.75 600-2	Climb to cross SLC LFR not above 6500', then climb to 8000' on W crs SLC LFR to Stansbury Int, then to 9000' on track of 335° to Promontory Point. Alternate missed approach when directed by ATC: cross SLC LFR or VOR not above 6500' then climb to 11,000' on W crs SLC LFR or on 248° outbnd track from SLC VOR. #500-2 required for take-off runway 7. % Glide path must be operating.
SAVANNAH, GA. Travis Field 50' ILS - SAV LOM - SA ILS & ADF Comb. Procedure No. 1 Amendment No. 1 Effective date: 12/3/54 Supersedes Original Amdt. dated 4/23/54 Major Changes: Add note re approach lights and glide slope not utilized minima.	Savannah LFR	LOM	320 12.0	1300	N side crs 271 - outbnd 091 - inbnd 1400' - within 10 mi* (NA beyond 10 mi)	ILS 1400 ADF 900 over LOM	1350 5.5	217 0.6	2 - engine or less T-dn C-dn ILS S-dn 9 ADF S-dn 9 More than 2 - engine T-dn C-dn ILS S-dn 9 ADF S-dn 9 All Aircraft A-dn ILS ADF	300-1 400-1 300-0.75# 400-1 600-2 800-2	300-1 500-1 300-0.75# 400-1 200-0.5 500-1.5 300-0.75# 400-1 600-2 800-2	**Make immediate left turn climb to 1400' on NW crs (321°) LFR or VOR rad. 300 or 5.5 mi. after passing LOM (ADF) make immediate left turn ** climb to 1400 on crs of 321° from LOM within 25 miles. *Non-standard due danger area 3 mi. south. **Due simultaneous approaches at Hunter AFB. Air Carrier Notes: #200-0.5 authorized when length of runway available exceeds by 3000 ft. the length of runway required by the applicable aircraft performance requirements of the CARs and high intensity runway lights are operating on the entire length of runway. 400-0.75 required when glide slope not utilized.
	NE crs SAV-LFR & E crs. LOC	LOM	271 19.0	1500								
	Savannah VOR	OM	260 12.0	1300								

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
AUSTIN, TEXAS Mueller (Municipal) Airport 631 ILS-LOM AU Procedure No. 1 Amendment M-2 Effective date: 11/1/52	SUPERSEDED BY COMBINATION ILS-ADF PROCEDURE DATED 12/3/54									
SCHENECTADY, N. Y. Schenectady Co. Airport 362 LOM AL (Albany, N. Y) Procedure No. 1 Amdt. No. 1 Supersedes Amdt. "Orig" dated 5/29/54 Effective date: 12/3/54 Major Changes: Procedure published for public use.	Albany LFR	010 1.5	2500	N side of crs 123 - outbnd 303 - inbnd 2500' - within 10 mi (NA beyond 10 mi)	2000	303 6.3	2 - engine or less T-dn C-dn S-dn 28, 33 A-dn More than 2 - engine T-dn C-dn S-dn 28, 33 A-dn	300-1 600-1.5 600-1 800-2	300-1 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 6.3 miles...make a climbing right turn to Albany LOM at 2500'. Caution: Terrain rises rapidly 3 miles west of airport. 758' tank 3.5 miles SE of airport.
	Schenectady FM	103 9.0	2500							
	Round Lake FM	212 9.0	2500							
	Albany VOR	011 5.0	2500							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (10-19-54)

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Temporary Airspace Reservations For Atlantic Fleet Exercises. p 27.

SPECIAL NOTICE
USE OF NAUTICAL MILES AND STATUTE MILES
See pages 26 & 27

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 27

AIRMAN'S GUIDE

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 48

SPECIAL NOTICE
IFR FLIGHTS ABOVE 29,000'. See page 27.

SPECIAL NOTICE
AIRSPACE WARNING AREA DEFINITION. See page 27

SPECIAL NOTICE
CAR 60 Change Affects Vertical Clearance Over Clouds. Page 27

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription, $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(11-2-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc.	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 121.5, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22,31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight & and Whitted Airports. PPI not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 121.5, 137.88, 243.0, 363.8 mc	ASR	

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. LOM is Canoga Park MHW.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-usable from 40 mi to within 1-1/2 mi of Arpt.
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3W	INR	335	155	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	317 BG	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.						201 MN		219 IM	LMM lctd 0.66 mi; LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA! Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45		BC-unusable
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac.
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Briston-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8		0.7	201 YR	5.3	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4 ,122.2	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	27 A 117 N 207 A 286 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	BU	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5, 126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#,126.18 236.6	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
(3) Fillmore	VORW	FIM	112.5		DME
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3) Ft. Jones	VORW	FJS	114.3		
(1) Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5, 126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		Test basis
(3) Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5, 122.2, 126.7, 255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Con xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5, 126.18, 142.74 233.8,243.0	(1);#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5, 122.2, 126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7, 122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3, 132.3, 301.4	#	
Oceanside	HW	OCN	323		
(1) Ontario	BVOR-DTV	ONT	117.0;V;121.5, 122.2, 126.7, 255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"Los Angeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1) Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1) Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2.255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
" McClellan AFB	MH	MCC	396		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(11-2-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	393		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAAS	MRLZ	NMI	310;243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5,120.5,2430,257.8	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3), #, 255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,2430,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
"	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 1368,121,1267	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2,	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2 ,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18 ,257.8,	(2),#	
"	Center		120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
"	BVOR	ORL	112.2		DME
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V; 121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3, 121.5 , 126.5, 136.8, 137.88, 142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
"	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	VORW	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323		107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (11-2-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton [redacted]	SMRLZ [redacted]	CPN	314 [redacted]	[redacted]	4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7, 122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	121.5	49 A 143 N 229 A 323 N
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,122.2, 255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2) , #	(sunrise-2200)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),# ,255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,121.1,126.18, 135.9,142.74	(1),#	50 A 140 N 230 A 320 N
Harvey	MLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	C(g)		332;118.5,121.5,257.8	(2), #	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),# ,255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR- DTV	UIN	1156;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5,257.8	(2),#	
(1)Vandalia	BVOR- DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.7,124.9	#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,243.0,257.8	
(3)Waterloo	VORW	ALO	116.4		
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-TV	GLD	115.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7	(3),#,255.4	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,257.8,236.2	(1),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 348.6	(2),# -348.6	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-2-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
INSACS-London					
Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#.255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	*MHW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
"	MHW	BCS	269		
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
INSACS-Old Town					
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		10 N 84 A 190 N 264 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
INSACS-Portland					
Limestone AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
INSACS-Wash., D.C.					
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME *test basis
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8 mc	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272	(1)	59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FMH	362		(req only & 30 min prior to ETA of IFR)
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0530-2230)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2,126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5, 124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126?,2554	(3),#	
" Bishop	AC(g)		278;119.1,121.5,2430,2578	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	21 A 111 N 201 A 291 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230	(1)	4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	SGW	212V;121.5,122.2,126.7,255.4	(3),#	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,257.8	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-2-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
(1) Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7; 272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7	(3),#,255 4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
MISSOURI					
(1) Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	344;V;121.5,126.7,122.2	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1) Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2	(3),#,255.4	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME (test)
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV*	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-2-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385		71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	9 A 100 N 173 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
NEVADA					
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	MHW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,119.5, 142.74,233.8,243.0	(1); #	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine radiobcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.3, 121.5	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#,255.4	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1).	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	MHW	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 131 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		(0700-2300 & req)
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	5 A 97 N 194 A 290 N
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	DME
(1) "	BVOR	SYR	113.3		
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
" "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		269;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		219;119.1,121.5,126.18,257.8	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVAR	IMN	108.7		45 BA 135 NB 225 YN 315 AY
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379;137.88,363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0730-2330)
Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1) ;121.5, 122.5, #	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. category (3) 2300-0600		
Mannsville (A)	HW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5,119.3 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
"	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
Johnstown	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	AC(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8,236.6	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,121.3	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7	(3), #, 255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
"	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	392		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
(1)Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
"	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
" Bergstrom AFB	MHW	CMK	293		
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	C(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	335;121.5,132.3,142.74	(1); #	58 A 145 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296,118.1,1207,1215,126.8,2578	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278,118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5, 126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2 , 121.5	(3)-135.9 ,#	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233&243.0	(1),#	35 A 98 N 215 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8,, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,236.2,250.6,233.8	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 303 A
"					
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
"Woodrum	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,132.3, 135.9,142.74 ,233.8, 243.0	(1);#,(132.3 req),233.8, 243.0	53 A 143 N 233 A 323 N
" "	HW	WN	532		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353;233.8,236.6,243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	MH	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567, [redacted]	121.5,122.1, 126.7;6567, [redacted]	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

(11-2-54)

CAR 60 CHANGE AFFECTS VERTICAL CLEARANCE OVER CLOUDS: Effective November 10, 1954, paragraph 60.30 of CAR 60 has been revised to require 1,000 feet vertical clearance over clouds, instead of the 500 feet now required. Pilots filing IFR flight plans for on-top operation should specify "1000 on-top". Air traffic clearance phraseology will also be revised to specify "at least 1000 on-top" when clearing flights to operate on-top. There is no change in the cloud clearance requirement for flight below clouds.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and Los Angeles (International) airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

AIRSPACE WARNING AREA DEFINITION: "An Airspace Warning Area is an area located more than three nautical miles beyond the shoreline of the United States (including its territories and possessions and territorial waters) in which an invisible hazard to aircraft in flight exists. It, normally, is shown on aeronautical charts and published in NOTAMS and ATANS." All pilots are reminded and cautioned that the activities conducted in Danger Areas and Airspace Warning Areas are identical. This information is issued by the Airspace Subcommittee of the Air Coordinating Committee to point out the risks being run by pilots when their aircraft transgress Airspace Warning Areas.

AIR ROUTE TRAFFIC CONTROL BOUNDARY: Effective immediately the following ARTC boundary is established:

(1) The Washington and Jacksonville ARTC Centers on control area extension number 1150 at a point 25 miles southwest of the Wilmington, North Carolina, VAR radio range statior

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NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS - The following abbreviations have been adopted for use in the Airman's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

INSTRUMENT APPROACH PROCEDURES TO BE SOLD ON SPECIAL SUBSCRIPTION BASIS: Because of a demand for instrument approach information prior to publication in the Airman's Guide or Federal Register, the CAA has made arrangements for the issuance and distribution of individual copies of these procedures on a subscription basis to be delivered once each week. The annual subscription rate has been set at $125.00 per year. For each additional copy mailed to the same address, the annual subscription price will be $25.00. Checks should be made payable to the Treasurer of the United States and mailed to: Sales and Distribution Division, Room 6227, Commerce Department, Washington 25, D.C.

IFR FLIGHTS ABOVE TWENTY-NINE THOUSAND FEET: Effective November 1, 1954, the odd-thousand foot altitude levels will be used for IFR flights above 29,000 feet unless prior coordination has been effected with air traffic control. This method of altitude assignment, adopted in conjunction with the military request for two thousand feet altitude separation for all flights at or above 30,000 feet, is designed to permit a more orderly and expeditious flow of air traffic within the airspace affected.

TEMPORARY AIRSPACE RESERVATIONS FOR ATLANTIC FLEET EXERCISES: The following temporary airspace reservations will be established as follows:

(1) 140001Z November to 192400Z November. From 39N 73W along the inner boundaries of the New York and Miami OAC to 28N 78W to 28N 65W to 39N 65W to origin. Sea level to 6,000 and 23,000 to 40,000, excluding that area within a 100 nautical mile radius of Bermuda.

(2) Special Notice exercise area within 100 nautical mile radius of 34-31-50N, 77-20W exclusive of airways and the area west of Civil Airway Amber 9 120401Z to 130400Z November and 140401Z to 210400Z November. Bogue Sound-Onslow Beach with air intercept simulated bombing and strafing from sea level to 35,000 feet. Hazardous to non-participating aircraft.

(3) Special Notice exercise area 140001Z November to 190500Z November. Air intercept, simulated bombing and strafing from sea level to 35,000 feet within the following area: From 32N 71W to 36-30N 74-30W to 34-20N 77-20W to 32-30N 78W to 29N 74W to origin. Hazardous to non-participating aircraft.

(4) From 100501Z to 190500Z November; 200401Z to 210400Z November. From a point on the east coast of North Carolina at 36-20N to 36-20N 74-17W to 37-40N 74-17W thence west to coast line and along the coast to the point of origin. Sea level to 5,000 inclusive.

(5) From 100500Z to 110500Z November; 190500Z to 210500Z November. From a point 41N 70W to 40N 70Wto 40N 72W to southern boundary control area extension 1169 thence along that boundary to 41-08N 70-24W thence to point of origin. Seal level to 4,000 feet.

(6) 090500Z to 160500Z November. From a point 43N 65W to 40-43N 69-12W latitude and longitude, thence to South Island reporting point, thence to Cape May, thence along coast line to a point on the North Carolina coast at 34-40N 77W, to 33N 77W, to 34N 73W, to 40N 65W, thence to point of origin. Seal level to 4,000 feet except control area extension surface to 2,000 feet inclusive.

(7) 250500Z October to 090500Z November. A point on the North Carolina coast 79W to 32N 79W, to 32N 76W to 34N 74W to 37-40N 74W, thence west to coast line, thence along the coast to point of origin. Sea level to 4,000 except in control area extensions, surface to 2,000.

DANGER AREA AMENDMENTS: The following Danger Area Amendments shall be effective as dated, unless otherwise advised:

AMENDMENT NO. 96 to PART 608 DANGER AREAS
(November 13, 1954)

(1) In Section 608.18, the Pinecastle, Florida, area (D-165), published on July 16, 1949, in 14 F.R. 4289, is amended by changing the "Designated Altitudes" column to read: "Surface to unlimited."

(2) In Section 608.18, the Pinecastle, Florida, area (D-340), published on July 16, 1949, in 14 F.R. 4289 is amended by changing the "Designated Altitudes" column to read: "Surface to unlimited."

(3) In Section 608.18, the Pensacola, Florida, area (D-152), published on July 16, 1949, in 14 F.R. 4289, is rescinded.

(4) In Section 608.18, the Pensacola, Florida, area (D-153), published on July 16, 1949, in 14 F.R. 4289, and amended on August 27, 1954 in 19 F.R. 5470, is further amended by changing the "Description by Geographical Coordinates" column to read: "North boundary: Florida-Alabama coastline; South boundary: A line 3 nautical miles south of and parallel to the Florida-Alabama coastline. East boundary: A line 4.3 nautical miles west of the south course of Pensacola L/F Radio Range. West boundary: Longitude 88°01'30", and including the area within 1.7 nautical miles of the following points. (a) Latitude 30°16'48", longitude 87°32'10" (b) Latitude 30°17'47", longitude 87°27'28" (c) Latitude 30°18'54", longitude 87°21'26"."

AMENDMENT NO. 97 to PART 608 DANGER AREAS
(November 13, 1954)

(1) In Section 608.51, the Fort Hood, Texas, area (D-443), published on August 26, 1953, in 18 F.R. 5077 is rescinded.

(2) In Section 608.51, the Camp Bowie, Texas, area (D-480) is added to read: Name: Camp Bowie, Texas; Description: Beginning at latitude 31°36', longitude 98°57'; thence to latitude 31°41', longitude 98°57'; thence to latitude 31°41', longitude 98° 53'; thence to latitude 31°26', longitude 98°53', thence to point of beginning. Altitudes: Surface to unlimited; Time of Designation: Daylight hours, during VFR weather conditions only; Using Agency: NAS Dallas, Texas.

(3) In Section 608.51, the Fort Hood, Texas, area (D-219), published on June 23, 1949, in 14 F.R. 3393, and revised on August 7, 1951 in 16 F.R. 7696, and amended on June 14, 1952 in 17 F.R. 5389, is redesignated as follows: Name: Fort Hood, Texas; Description: Beginning at latitude 31°22'30"N, longitude 97°38'00"W; thence due south to latitude 31°18'00"N, longitude 97°38'00"W; thence southeasterly to latitude 31°13'40"N, longitude 97°30'00"W; thence southwesterly paralleling the western boundary of airway Victor 17 to the point at latitude 31°04'15"N, longitude 97°33'30"W; thence northwesterly to a point at latitude 31°08' 00"N, longitude 97°38'00"W; thence west to a point at latitude 31°08'00"N, longitude 97°41' 00"W; thence southwesterly to latitude 31°05'14"N, longitude 97°45'00"W; thence due north

to latitude 31°08'00"N, longitude 97°45'00"; west to latitude 31°08'00"N, longitude 97°46'12"W; northwest to latitude 31°09'30", longitude 97°47'18"W; thence meandering northwest and remaining 100 yards west of West Range Road to a point at latitude 31°11'36", longitude 97°48'30"W; northwest to latitude 31°18'00"N, longitude 97°52'18" east to latitude 31°18'00"N, longitude 97°50'00"W; northeast to latitude 31°22'30", longitude 97°44'20"W; thence due east to latitude 31°22'30"N, longitude 97°38'00"W; to point of beginning. Altitude: Surface to unlimited. Time: Continuous. Using Agency: Fort Hood, Texas.

(4) In Section 608.51, the Gray AFB, Texas, area (D-343), published on August 7, 1951 in 16 F.R. 7696, is redesignated as follows: Name: Gray AFB, Texas; Description: Beginning at latitude 31°18'00"N, longitude 97°52'18"W; SE to latitude 31°11'36"N, longitude 97°48'30"W, meandering SW and remaining 100 yards west of West Range Road to a point at latitude 31°09'30"N, longitude 97°47'18"W; SE to latitude 31°08'00"N, longitude 97°46'12"W east to latitude 31°08' 00"N, longitude 97°45'00"W; due south to latitude 31°02'00"N; due east to longitude 97°38'00"W; due south to latitude 30°56'00"N; west to longitude 98°00'00"W; due north to latitude 31°18'00"N; due east to latitude 31°18'00", longitude 97°52'18"W point of beginning. Altitude: Surface to unlimited. Time: Continuous. Using Agency: Gray AFB, Texas.

✓ LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

HHH	Prairie Hill, Texas, Radiobeacon (Change from Chapel Hill REP)
MBS	Saginaw, Mich., Tri-City Airport (Change from SGW on Nov. 15)
MLV	Mulvane, Kansas., Radiobeacon (Assignment)
MTO	Mattoon, Illinois, Coles County Memorial Airport (Assignment)
MWA	Marion, Illinois, Williamson County Airport (Assignment)
OGA	Canoga Park, Calif., Radiobeacon (Change from REP CWK)
BV	Bagotville, P.Q. (RCAF Inner Beacon) (Deletion)
EV	Estevan Islands, B.C. (Assignment)
NZ	St. Nazaire de Chicoutimi, P.Q. (Deletion)
VD	Val D'Or, P.Q. (RCAF Inner Beacon) (Change from Outer Beacon)
VL	Val D'Or, P.Q. (RCAF Outer Beacon) (Change from Inner Beacon)

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows effective November 23, 1954.

From	To	Min. Alt.
(1) Green Civil Airway No. 5, is amended to read in part:		
Big Spring, Texas. (LFR)	Colorado City (Int), Texas	4,000
Colorado City (Int), Texas	Abilene, Texas (LFR)	3,600
Fort Worth, Texas (LFR)	Bedford (Int), Texas	1,900
Bedford (Int), Texas	Farmers Branch (Int), Texas	2,200
Farmers Branch (Int), Texas	Greenville (Int), Texas	1,900
(2) Green Civil Airway No. 6, is amended to read in part:		
Laredo, Texas (LFR)	Alice, Texas (LFR)	1,900
Alice, Texas. (LFR)	Corpus Christi, Texas (LFR)	1,600
(3) Amber Civil Airway No. 4, is amended to read in part:		
Brownsville, Texas (LFR)	Kingsville (Int), Texas	1,300
Kingsville (Int), Texas	Alice, Texas (LFR)	1,400
San Antonio, Texas (LFR)	Cibolo Creek (Int), Texas	2,400
Cibolo Creek (Int), Texas	Austin, Texas (LFR)	2,600
(4) Amber Civil Airway No. 7, is amended to read in part:		
Vero Beach, Fla. (LF/Rbn)	Melbourne, Fla. (LFR)	1,300
(5) Red Civil Airway No. 10, is amended to read in part:		
Wichita Falls, Texas (LFR)	Alvord (Int), Texas	2,300
Alvord (Int), Texas	Justin (Int), Texas	2,100
Justin (Int), Texas	Dallas, Texas (LFR)	2,200
(6) Red Civil Airway No. 15, is amended by adding:		
Fallon, Nev. (LFR)	Desert Peak (Int), Nev.	10,000
(7) Red Civil Airway No. 31, is amended to read in part:		
Rapid City, S. Dak. (LFR)	Pierre, S. Dak. (LFR)	4,400
(8) Red Civil Airway No. 47, is amended to read in part:		
Tampa, Fla. (LFR)	Orlando, Fla. (LFR)	1,700
(9) Red Civil Airway No. 68, is amended to read in part:		
Hensley (Int), Texas	Dallas, Texas (LFR)	1,900
(10) Red Civil Airway No. 96, is amended to read in part:		
Arcola (Int), Texas	Houston, Texas (LFR)	1,400
Beaumont, Texas (LFR)	Lake Charles, La. (LFR)	1,500
(11) Blue Civil Airway No. 2, is amended by adding:		
Int. SE crs Craig AFB, Ala. (LFR) & N crs. Crestview, Fla. (LFR)	Greenville (Int), Ala.	1,500
(12) Blue Civil Airway No. 5, is amended to read in part:		
Dallas, Texas (LFR)	Farmers Branch (Int), Texas	1,800
(13) Blue Civil Airway No. 15, is amended to read in part:		
Akron, Ohio (ILS/LOM)	Alliance (Int), Ohio	2,500
(14) Blue Civil Airway No. 30, is amended to read in part:		
Kingsville (Int), Texas	Corpus Christi, Texas (LFR)	1,300
Corpus Chirsti, Texas (LFR)	Clareville (Int), Texas	1,400
Clareville (Int), Texas	Losoya (Int), Texas	1,700
Losoya (Int), Texas	Kelly, Texas (LFR)	2,000
Kelly, Texas (LFR)	Medina (Int), Texas	2,700
Medina (Int), Texas	C. B. Ranch (Int), Texas	3,500
C. B. Ranch (Int), Texas	Big Springs, Texas (LFR)	4,000
(15) Blue Civil Airway No. 38, is amended to delete:		
Banks (Int), Canada	Annette Island, Alaska (LFR)	2,800
*Annette Island, Alaska (LFR)	Petersburg, Alaska (LFR)	5,700
*5,000' - Minimum crossing altitude at Annette Island (LFR), NW-bound		
(16) Blue Civil Airway No. 44, is amended to delete:		
Advance, Mo. (LFR)	Paducah, Ky. (LF/Rbn)	1,700
(17) Blue Civil Airway No. 70, is amended to read in part:		
Ardmore, Okla. (LF/Rbn)	Okemah (Int), Okla.	2,700
Okemah (Int), Okla.	Tulsa, Okla. (LFR)	2,400
(18) Blue Civil Airway No. 79, is amended by adding:		
Banks (Int), Canada	Annette Island, Alaska (LFR)	2,800
*Annette Island, Alaska (LFR)	Petersburg, Alaska (LFR)	5,700
*5,000' - Minimum crossing altitude at Annette Island (LFR), NW-bound		
(19) Direct Routes-United States, is amended by adding:		
Culberson, Texas (VOR)	Gore (Int), Texas	6,300
Carlsbad, N. Mex. (VOR)	Gore (Int), Texas	6,000
(20) VOR Civil Airway No. 2, is amended to read in part:		
Dickinson, N. Dak. (VOR) Direct or N alter.	Bismarck, N. Dak. (VOR) Direct or N alter.	4,000
(21) VOR Civil Airway No. 3, is amended to read in part:		
Parkton (Int), Md.	West Chester, Pa. (VOR)	2,000
West Chester, Pa. (VOR)	Caldwell, N. J. (VOR)	2,000
Caldwell, N.J. (VOR)	Wilton, Conn. (VOR)	2,000
(22) VOR Civil Airway No. 5, is amended by adding:		
Nashville, Tenn. (VOR)	Chattanooga, Tenn. (VOR)	4,000
(23) VOR Civil Airway No. 8, is amended to read in part:		
Pittsburgh, Pa (VOR)	*Mt. Pleasant (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at Mt. Pleasant (Int), E-bound		
Mt. Pleasant (Int), Pa.	Flint Stone (Int), Md.	4,500
Flint Stone (Int), Md.	Martinsburg, W. Va. (VOR)	4,000
(24) VOR Civil Airway No. 14, is amended to read in part:		
Tulsa, Okla. (VOR)	*Chelsea (Int), Okla.	2,200
*Chelsea (Int), Okla.	Neosho, Mo. (VOR)	2,200
*3,600' - Minimum reception altitude		
(25) VOR Civil Airway No. 16, is amended to read in part:		
Memphis, Tenn. (VOR)	*Fisherville, (Int), Tenn.	2,000
*Fisherville, (Int), Tenn.	Jackson, Tenn. (VOR)	2,000
*2,500' - Minimum reception altitude		
(26) VOR Civil Airway No. 17, is amended to read in part:		
San Antonio, Texas (VOR) Via W alter.	*Spring Branch (Int), Texas Via W alter.	**3,000
*3,000' - Minimum reception altitude		
**2,600' - Minimum terrain clearance altitude		
Waco, Texas (VOR) Via W alter.	Fort Worth, Texas (VOR) Via W alter.	*2,300
*2,000' - Minimum terrain clearance altitude		
Waco, Texas (VOR)	Fort Worth, Texas (VOR)	2,000
(27) VOR Civil Airway No. 20, is amended to read in part:		
Palacios, Texas (VOR)	Houston, Texas (VOR)	2,000
Lake Charles, La. (VOR)	Lafayette, La. (VOR)	1,500
(28) VOR Civil Airway No. 30, is amended to read in part:		
Idlewild, N. Y. (VOR)	Patchogue (Int), N.Y.	*2,000
*1,500' - Minimum terrain clearance altitude		
Patchogue, (Int), N.Y.	Mastic (Int), N.Y.	*4,000
*1,500' - Minimum terrain clearance altitude		(11-2-54)

From	To	Min Alt.
(29) VOR Civil Airway No. 35, is amended to read in part:		
Pittsburgh, Pa. (VOR)	*New Alexandria (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at New Alexandria (Int), E-bound		
New Alexandria (Int), Pa.	Philipsburg, Pa. (VOR)	4,000
(30)VOR Civil Airway No. 40, is amended to read in part:		
Detroit, Mich. (VOR)	South Bass (Int), Ohio	2,300
South Bass (Int), Ohio	Marblehead (Int), Ohio	3,000
Marblehead (Int), Ohio	Bay (Int), Ohio	*2,500
*2,000' - Minimum terrain clearance altitude		
Bay (Int), Ohio	Peru (Int), Ohio	2,000
Peru (Int), Ohio	Wellington, Ohio (VAR)	2,000
(31) VOR Civil Airway No. 42, is amended to read in part:		
Cleveland, Ohio (VOR)	Falls (Int), Ohio	2,600
Falls (Int), Ohio	Atwater (Int), Ohio	2,500
Atwater (Int), Ohio	Sebring (Int), Ohio	3,700
Sebring, (Int), Ohio	Pittsburgh, Pa. (VOR)	2,600
(32) VOR Civil Airway No. 51, is amended by adding:		
Birmingham, Ala. (VOR)	Chattanooga, Tenn. (VOR)	4,000
(33) VOR Civil Airway No. 54, is amended to read in part:		
Little Rock, Ark. (VOR) Via N alter.	*Colt (Int), Ark. Via N alter.	2,500
*Colt (Int), Ark. Via N alter.	Memphis, Tenn. (VOR) Via N alter.	2,500
*2,800' - Minimum reception altitude		
Little Rock, Ark, (VOR)	Memphis, Tenn. (VOR)	2,500
(34) VOR Civil Airway No. 57, is amended by adding:		
Birmingham, Ala. (VOR)	Muscle Shoals, Ala. (VOR)	2,500
(35) VOR Civil Airway No. 58, is amended to read in part:		
Pittsburgh, Pa. (VOR)	*New Alexandria (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at New Alexandria (Int), E bound		
New Alexandria (Int), Pa.	Philipsburg, Pa. (VOR)	4,000
(36) VOR Civil Airway No. 66, is amended to read in part:		
Culberson, Texas (VOR)	Arno (Int), Texas	6,300
Arno (Int), Texas	Monahans (Int), Texas	8,000
Monahans (Int), Texas	Midland, Texas. (VOR)	*5,000
*4,300' - Minimum terrain clearance altitude		
(37) VOR Civil Airway No. 70, is amended to read:		
Palcios, Texas (VOR)	Galveston, Texas (VOR)	*1,500
*1,400' - Minimum terrain clearance altitude		
Galveston, Texas (VOR)	Water Way (Int), Texas	*3,000
*1,400' - Minimum terrain clearance altitude		
(38) VOR Civil Airway No. 81, is amended to read in part:		
Midland, Texas. (VOR)	Mustang (Int), Texas	4,200
Mustang (Int), Texas	Lubbock, Texas (VOR)	5,100
(39) VOR Civil Airway No. 89, is amended to read in part:		
Cheyenne, Wyo. (VOR) Via E alter.	Scottsbluff (Int), Nebr. Via E alter.	7,300
Scottsbluff (Int), Nebr. Via E alter.	Chadron, Nebr. (VOR) Via E alter.	6,500
(40) VOR Civil Airway No. 93, is amended to read in part:		
Baltimore, Md. (VOR)	Parkton (Int), Md.	2,000
Parkton (Int), Md.	Lancaster (Int), Md.	*3,000
*2,000' - Minimum terrain clearance altitude		
(41) VOR Civil Airway No. 94, is amended to read in part:		
*Salt Flat, Texas (VOR)	Carlsbad, N. Mex. (VOR)	10,800
*9,800' - Minimum crossing altitude at Salt Flat (VOR), NE-bound		
(42) VOR Civil Airway No. 152, is amended to read in part:		
Tampa, Fla. (VOR)	Orlando, Fla. (VOR)	1,700
Tampa, Fla. (VOR) Via N alter.	Dade (Int), Fla. Via N alter	1,600
Dade (Int), Fla. Via N alter.	Orlando, Fla. (VOR) Via N alter.	1,700
(43) VOR Civil Airway No. 162 is amended to read in part:		
Harrisburg, Pa. (VOR)	Int. Harrisburg, Pa. (VOR) 093° rad. & West Chester, Pa. (VOR) 313° rad.	2,500
Int. Harrisburg, Pa. (VOR) 093° rad. & West Chester, Pa. (VOR) 313° rad.	Wernersville (Int), Pa.	*4,500
*2,500' - Minimum terrain clearance altitude		

From	To	Min Alt.
(44) VOR Civil Airway No. 163, is amended to read in part:		
Waco, Texas (VOR)	Morgan (Int), Texas	*2,300
*2,000' - Minimum terrain clearance altitude		
Morgan (Int), Texas	Mineral Wells, Texas (VOR)	2,300
Mineral Wells, Texas (VOR)	Boonsville, (Int), Texas	2,500
Boonsville (Int), Texas	Ardmore, Okla. (VOR)	2,600
(45) VOR Civil Airway No. 169, is added to read:		
Sidney, Nebr. (VOR)	Scottsbluff (Int), Nebr.	5,800
Scottsbluff (Int), Nebr.	Chadron, Nebr. (VOR)	6,500
Chadron, Nebr. (VOR) Direct or E alter.	Rapid City, S. Dak. (VOR) Direct or E alter.	5,600

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding pattern is established

(1) McChord LFR - direction of holding point - N; direction of turn - LEFT on E side of N course McChord AFB; time - one minute. Min. Alt. 2000'.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are established or cancelled as indicated:

ESTABLISH

(1) RED HOOK INTERSECTION - intersection of Poughkeepsie, New York, LFR north course with Poughkeepsie VOR 329° magnetic radial.

(2) WEST POINT INTERSECTION - intersection of Poughkeepsie, New York LFR south course with a 304 magnetic bearing (based on 11° magnetic variation) to Stewart, New York, "MH" facility.

(3) CLIFFORD LAKE INTERSECTION - intersection of Princeton, Maine VOR 200° magnetic radial with St. John, New Brunswick, LFR southwest course on V50.

(4) AVON INTERSECTION - intersection south course of Madison, Wisconsin (LFR) and Northwest course of Rockford, Illinois (LFR).

(5) CONWAY INTERSECTION - which is formed by the east leg of the Amarillo LF range and the northwest leg of the Clarendon LF range.

(6) LANESVILLE INTERSECTION - intersection south course Indianapolis, Indiana (LFR) and west course Louisville, Kentucky (LFR).

(7) KECHI INTERSECTION - intersection of the Wichita, Kansas, VOR 065° magnetic radial and the back course of the Wichita, Kansas, ILS localizer.

(8) CLIVE INTERSECTION - intersection of the Des Moines, Iowa VOR 333° magnetic radial and the back course of the Des Moines, Iowa, ILS localizer.

(9) BOWERSTOWN INTERSECTION - intersection Wheeling VOR direct radial to Mansfield VOR with 054° magnetic bearing to Bergholz "MH" facility.

(10) SUGAR CREEK INTERSECTION - intersection Mansfield VOR direct radial to Wheeling VOR with Akron, Ohio LFR south course.

(11) LOCK HAVEN INTERSECTION - intersection Bradford VOR en route radial to Selinsgrove VOR with Philipsburg VOR en route radial to Elmira VOR on V35.

(12) MILL HALL INTERSECTION - intersection Selinsgrove VOR direct radial to Bradford VOR with Philipsburg VOR en route radial to Williamsport on V58.

(13) REINHOLDS INTERSECTION - intersection West Chester VOR direct radial to Selinsgrove VOR with Allentown VOR direct radial to Lancaster on V39.

(14) IDRIA INTERSECTION (VHF) - intersection of the 336° radial magnetic of the Paso Robles, Calif., VOR and the272° magnetic radial of the Coalinga, Calif., VOR.

(15) HOLLISTER INTERSECTION (VHF) - intersection of the 032° radial magnetic of the Salinas, Calif., VOR and the 124° radial magnetic of the San Francisco, Calif., VOR.

(16) LARRY INTERSECTION (VHF) - intersection of the Oakland, Calif., omnirng 113° magnetic and the San Francisco, Calif., omnirange 94° magnetic radial.

(17) WADSWORTH INTERSECTION (L/MF) - intersection of the northwest course of the Fallon, Nevada, LFR and the north east course of the Reno, Nevada LFR.

CANCEL

(1) HOLLISTER INTERSECTION - 124° magnetic San Francisco, 185° magnetic Modesto.

(2) DEDHAM INTERSECTION - intersection Gardner, Mass., VOR 128° magnetic with Boston VOR 238° magnetic radials.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954, as follows:

(1) Page 22 - under Georgia, change Augusta CAA telephone number to read: Augusta 3-4191

(2) Page 23 - under North Carolina, change Greensboro CAA telephone number to: 3-1313.

CIVIL AIRWAYS, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective November 23, 1954, unless otherwise advised the following civil airways, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) VOR civil airway No. 3 (Key West, Fla., to Bangor, Maine) is amended by changing all after the West Chester, Pa., omnirange station to read: "West Chester, Pa., omnirange station; intersection of the West Chester omnirange 051° true and the Caldwell omnirange 217° true radials; Caldwell, N. J., omnirange station; Wilton, Conn., omnirange station; Hartford, Conn., omnirange station; intersection of the Hartford omnirange 044° true and the Boston omnirange 257° true radials; Boston, Mass., omnirange station; Kennebunk, Maine, omnirange station; Augusta, Me., omnirange station, to the Bangor, Me., omnirange station."

(2) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D.C.) is amended to read: "From the point of intersection of the Long Beach omnirange 247° true radial and the south course of the Los Angeles, Calif., VAR station via the Long Beach,Calif., omnirange station; Ontario, Calif., omnirange station; Daggett, Calif.,omnirange station; Las Vegas, Nev. omnirange station; Morman Mesa, Nev.,omnirange station; Bryce Canyon, Utah, omnirange station Hanksville, Utah omnirange station; Grand Junction, Colo., omnirange station; Kermmling, Colo.,omnirange station; Denver,Colo., omnirange station,including a north alternate; Akron, Colo.,omnirange station,including a north alternate and also a south alternate via the intersection of the Denver omnirange 101° true and the Akron omnirange 242° true radials; Imperial, Nebr., omnirange station, including a south alternate via the intersection of the Akron omnirange 090°true and the Imperial omnirange 237° true radials; Grand Island, Nebr omnirange station,including a south alternate; Omaha, Nebr.,omnirange station,including a north and a south alternate; Des Moines,Iowa, omnirange station, including a south alternate; Iowa City,Iowa, omnirange station, including a south alternate via the intersection of the Des Moines omnirange 112° true and the Iowa City omnirange 252° true radials;Moline, Ill., omnirange station, including a south alternate and also a north alternate from the Des Moines omnirange station to the Moline omnirange station via the intersection of the Des Moines omnirange 071° true and the Moline omnirange 279° true radials; Naperville, Ill., omnirange station,including a north alternate; South Bend, Ind., omnirange station;Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield,Ohio omnirange station, including a north alternate; the intersection of the Mansfield omnirange 100° true and the Pittsburgh omnirange 291° true radials;Pittsburgh,Pa., omnirange station; Martinsburg, W.Va., omnirange station to the point of intersection of the Martinsburg omnirange 123° true and the Washington, D.C.,terminal omnirange 319° true radials."

(3) VOR civil airway No. 36 (Buffalo, N.Y., to New York, N.Y.) is amended by deleting the portion which reads, "the Wilton, Conn., omnirange 233° true radials." and by substituting the following portion in lieu thereof: "the Wilton, Conn., omnirange 241° true radials."

(4) VOR civil airway No. 67 (Waterloo, Iowa to Rochester, Minn.) is amended to read: "From the Waterloo, Iowa, omnirange station via the Mason City, Iowa, omnirange station to the Rochester, Minn., omnirange, including a west alternate."

(5) VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.) is amended by changing the last portion to read: "From the Flippin, Ark., omnirange station via the Springfield, Mo., omnirange station; Butler, Mo., omnirange station, including an east alternate and also a west alternate via the intersection of the Springfield omnirange 301° true and the Butler omnirange 178° true radials; to the Kansas City, Mo., omnirange station, including an east alternate."

(6) VOR civil airway No. 92 (Toledo, Ohio to Wheeling, W. Va.) is amended to read: "From the Waterville,. Ohio, omnirange station via the Mansfield, Ohio, omnirange station to the Wheeling, W. Va., omnirange station."

(7) VOR civil airway No. 116 (Kansas City, Mo., to New York, N.Y.), is amened by deleting the portion which reads: "the Wilton, Conn., omnirange 233° true radials" and by substituting the following portion in lieu thereof: "theWilton, Conn., omnirange 241° true radials."

(8) VOR civil airway No. 158 (Iowa Falls, Iowa to Waterloo, Iowa) is added to read: "From the point of intersection of the Mason City, Iowa, omnirange 188° true and the Waterloo omnirange 267° true radials to the Waterloo, Iowa, omnirange station."

(9) VOR civil airway No. 161 (Des Moines, Iowa to Minneapolis, Minn.) is amended to read: "From the Des Moines, Iowa, omnirange station via the Waterloo, Iowa, omnirange station; Rochester, Minn., omnirange station; intersection of the Rochester omnirange 350° true radial and the Minneapolis-St. Paul International Airport ILS localizer 121° true course to the Minneapolis- St. Paul, Minn., International Airport ILS localizer."

(10) VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.) is added to read; "From the Erie, Pa., omnirange station via the Bradford, Pa., omnirange station; Selinsgrove, Pa., omnirange station to the West Chester, Pa., omnirange station."

CONTROL AREAS (1) VOR civil airway No. 67 (Waterloo, Iowa to Rochester, Minn) is amended to read: "All of VOR civil airway No. 67 including a west alternate."

(2) VOR civil airway No. 71 (Pine Bluff, Ark., to Kansas City, Mo.) is amended to read: "All of VOR civil airway No. 71 including east alternates and a west alternate."

(3) VOR civil airway No. 92 (Toledo, Ohio, to Wheeling, W.Va.) is amended to read: "All of VOR civil airway No. 92."

(4) VOR civil airway No. 158, (Iowa Falls, Iowa to Waterloo, Iowa) is added to read: "All of VOR civil airway No. 158."

(5) VOR civil airway No. 161 (Des Moines, Iowa to Minneapolis, Minn.) is amended to read: "All of VOR civil airway No. 161."

(6) VOR civil airway No. 170 (Erie, Pa., to Philadelphia, Pa.) is added to read: "All of VOR civil airway No. 170."

CONTROL AREA EXTENSIONS: (1) (Chicopee Falls, Mass.) is amended to read: "That airspace east of Chicopee Falls bounded on the northwest by Red civil airway No. 33, on the northeast by VOR civil airway No. 151 and the Worcester, Mass., control zone, on the southeast by Amber civil airway No. 7 and on the southwest by Green civil airway No. 2 excluding the airspace below 2500 feet MSL; that airspace north of Chicopee Falls bounded on the west by Blue civil airway No. 41, on the north by VOR civil airway No. 2 and on the southeast by VOR civil airway No. 39 that airspace northwest of Chicopee Falls lying within an arc of 38 statute miles centered on Westover, Mass., Air Force Base bounded on north by VOR civil airway No. 2, on the east by Blue civil airway No. 41 and on the southwest by Green civil airway No. 2."

(2) (Youngstown, Ohio) is amended to read: "That airspace southeast of Youngstown bounded on the north by VOR civil airway No. 6, on the east by VOR civil airway No. 37, on the south by Red civil airway No. 85 and on the southwest and west by VOR civil airway No. 41."

(3) (Altus, Okla.) is added to read: "That airspace within a 35 statute mile radius of the Altus Air Force Base including the airpsace bounded on the northwest by VOR civil airway No. 14, on the east by VOR civil airway No. 77 and on the south by Red civil airway No. 10 excluding the airspace which overlaps Fort Sill danger area D-208."

(4) (Midway Island) is added to read: "All of the airspace from 700 feet upward within a radius of 25 nautical miles of the Midway Naval Station centered at latitude 28°12'00"N, longitude 177°22'00"W."

CONTROL ZONES: (1) (Five mile radius zones) is amended by deleting the following airport: Binghamton, New York: Broome County Airport; and by adding the following airport: Altus, Oklahoma: Altus Air Force Base.

(2) (Boston, Mass.) is amended to read: "Within a 5 s mi radius of Logan International Airport; within 2 s mis either side of the north course of the Boston radio range extending from the radio range station to a point 10 s mis north, and within 2 s mis either side of the ILS localizer course extending from the airport to a point 10 s mis beyond the outer marker."

(3) (Allentown, Pa.) is amended to read: "Within a 5 s mi radius of Allentown-Bethlehem-Easton Airport and within 2 s mis either side of the northeast course of the Allentown radio range extending from the radio range station to a point 10 s mis northeast; within 2 s mis either side of the ILS localizer course extending from the airport to a point 10 s mis beyond by the outer marker, and within 2 s mis either side of the 347° true radial of the Allentown omnirange extending from the omnirange station to a point 10 s mis north."

(4) (Binghamton, N.Y.) is added to read: "Within a 5 s mi radius of Broome County Airport, within 2 s mis either side of the ILS localizer course extending from the Airport to a point 10 s mis beyond the outer marker compass locator, and within 2 s mis either side of the 66° true and 246° true radials of the Binghamton omnirange extending from the airport to a point 5 miles southwest of the omnirange station."

(5) (Calverton, N.Y.) is added to read: "Within a 5 s mi radius of Grumman Peconic River Airport and within 2 statute miles either side of aline bearing 46° true from the airport to a point 10 statute miles northeast of the Riverhead omnirange station excluding the airspace which overlaps the Suffolk County AFB control zone, Westhampton Beach, L.I., N.Y."

(6) (Guam Island) is added to read: "All of the airspace from the surface upward with a radius of 5 nautical miles of Anderson Air Force Base, centered at latitude 13°35'00"N, longitude 144°55'00"E."

(7) (Guam Island) is added to read: "All of the airspace from the surface upward within a radius of 5 nautical miles of Agana Naval Air Station, centered at latitude 13°29'00"N, longitude 144°47'00"E."

(8) (Midway Island) is added to read: " All of the airspace from the surface upward within a radius of 5 nautical miles of Midway Naval Station, centered at latitude 28°12'00"N, longitude 177°22'00"W."

(9) (Kwajalein Island) is added to read: "All of the airspace from the surface upward within a radius of 5 nautical miles of Kwajalein Naval Station, centered at latitude 08°45'00" N, longitude 167°45'00"E."

REPORTING POINTS: (1) Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.) is amended after Amarillo, Texas, radio range station by deleting the following reporting point: "the intersection of the east course of the Amarillo, Texas, radio range and the northwest course of the Clarendon, Texas, radio range;" and after the Wichita, Kans., radio range station by adding the following reporting point: "the intersection of the southwest course of the Kansas City, Mo., radio range and the southeast course of the Topeka, Kans., radio range." (Note: Above reporting point named "Centropolis". Kansas City CAA region requests following: "it should be indicated on appropriate charts that northeastbound aircraft over Centropolis should report to Kansas City Radio; southwestbound aircraft to Emporia Radio.")

(11-2-54)

(2) Red civil airway No. 21 (Selinsgrove, Pa., to Boston, Mass.) is amended to read: " the intersection of the southeast course of the Hartford, Conn., radio range and the southwest course of the Quonset Point, R.I., (Navy) radio range; the intersection of the southwest course of the Providence, R.I., radio range and the southwest course of the Quonset Point, R.I., (Navy) radio range."

(3) Red civil airway No. 27 (Atlanta, Ga., to Detroit, Mich.) is amended by deleting the following reporting point; "the intersection of the east course of the Louisville, Ky., radio range and a line bearing 358° true from the Lexington, Ky., non directional radio beacon."

DOMESTIC REPORTING POINTS: are amended by adding and revoking the following:

(1) BENITO INTERSECTION - the intersection of the Salinas, Calif., omnirange 109° true and the Paso Robles, Calif., omnirange 335° true radials.

(2) MT. HAMILTON INTERSECTION - the intersection of the San Francisco, Calif., omnirange 097° true and the Oakland, Calif., omnirange 130° true radials.

(3) PANOCHE INTERSECTION - the intersection of the Coalinga, Calif., omnirange 311° true and the Modesto, Calif., omnirange 176° true radials.

(4) CAMPBELL INTERSECTION - the intersection of the San Francisco, Calif., omnirange 141° true and the Modesto, Calif., omnirange 242° true radials.

(5) LOS BANOS INTERSECTION - the intersection of the Modesto, Calif., omnirange 176° true and the Fresno, Calif., omnirange 287° true radials.

(6) PATERSON INTERSECTION - the intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° true and the Wilton, Conn., omnirange 241° true radials.

REVOKE

(7) LARRY INTERSECTION - the intersection of the Oakland, Calif., omnirange 130° true and the San Francisco, Calif., omnirange 111° true radials.

CHANGE

(8) GOLDEN GATE INTERSECTION to read: the intersection of the Oakland, Calif., omnirange 274° true and the San Francisco, Calif., omnirange 304° true radials.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Bellingham	Seattle	WAC 137
Portland	Spokane	WAC 304
Sacramento	Los Angeles Local	WAC 363
Salt Lake City		

A new edition (or new chart) for the Charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Austin	10-13-54	El Paso	10-25-54	WAC 406	10-25-54
Chattanooga	10-13-54	Roswell	10-25-54	WAC 407	10-20-54
Corpus Christi	10-18-54	Shreveport	10-20-54	WAC 468	10-25-54
Douglas	10-25-54	Brownsville Local	10-13-54	3071	10-25-54

Instrument Flight Charts

released since October 11, 1954

AL 6	RNG-1	Akron Airport	AL 218	RNG	McGhee-Tyson Arpt.
AL 6	RNG-2	Akron Airport	AL 221	RNG	La Junta Airport
AL 26	RNG	Atlanta Airport	AL 249	RNG	Martinsburg Arpt.
AL 57	RNG	Boise Air Term.	AL 314	RNG	NAS Patuxent River
AL 130	RNG	Bowers Field	AL 314	RNG(S)	NAS Patuxent River
AL 172	RNG	Grand Forks Int'l	AL 348	RNG	March AFB
AL 173	RNG	Grand Island Arpt	AL 353	RNG	Rock Spring Arpt.
AL 179	RNG	Donaldson AFB	AL 368	RNG	Goodfellow AFB
AL 196	RNG	Houston Airport	AL 411	RNG	Hancock Airport
AL 197	RNG	Ellington AFB	AL 431	RNG	Tucumcari Airport
AL 198	RNG-1	Houston Int'l Arpt.	AL 432	RNG	Tulsa Airport
AL 198	RNG-2	Houston Int'l Arpt.	AL 433	RNG	Griffiss AFB
AL 588	RNG-1	Butte Airport	AL 432	ADF-1	Tulsa Airport
AL 699	RNG	Elgin AF Aux. No. 3	AL 432	ADF-2	Tulsa Airport
AL 884	RNG	Greater Shreveport	AL 1500	ADF-1	Anchorage Int'l
AL 953	RNG	NAS Los Alamitos	AL 22	VOR	Ardmore AFB
AL 26	ILS -1	Atlanta Airport	AL 71	VOR	Carlsbad Arpt.
AL 26	ILS -2	Atlanta Airport	AL 102	VOR	Cross City Arpt.
AL 198	ILS -1	Houston Int'l Arpt.	AL 125	VOR	Duluth Arpt.
AL 198	ILS -2	Houston Int'l Arpt.	AL 197	VOR	Ellington AFB
AL 432	ILS	Tulsa Airport	AL 213	VOR	Kansas City Airport
AL 610	ILS -1	N. Y. Int'l Arpt.	AL 403	VOR	Geiger Field
AL 26	ADF	Atlanta Airport	AL 411	VOR	Hancock Airport
AL 197	ADF	Ellington AFB	OP 71		Carlsbad Airport
AL 198	ADF	Houston Int'l Arpt.	OP 430		Tucson Mun. Airport
AL 213	ADF	Kansas City Arpt.	OP 432		Tulsa Mun. Airport
AL 271	ADF	Monterey Arpt.	OP 486		Bisbee Douglas
AL 326	ADF	Allegheny Arpt.			

RF/VOR 3
RF 106, 108, 111, 112, 113, 114
RF Terminal Area - Jacksonville, Memphis, New York, Seattle, Wichita-Hutchinson
RF-VOR Terminal Area - Boston, Jacksonville
RF Check List - U. S. and Alaska
RF Alaska Mileage Charts - Small and Large

NEW CHARTS

AL 19	RNG-2	Amarillo, Texas	Amarillo Air Terminal
AL 997	ADF	Geneva, New York	Sampson AFB
AL 998	ADF	Jacksonville, Forida	NAS Cecil Field
AL 59	VOR	Bozeman, Montana	Gallatin Field
AL 218	VOR	Knoxville, Tennessee	McGhee-Tyson Airport
AL 534	VOR	Battle Mountain, Nev.	Battle Mountain Airport
AL 625	VOR	St. Petersburg, Fla	Pinellas County International Airport

RF/VOR 9
RF Houston Terminal Area

DISCONTINUED CHARTS

AL 450	RNG	Newburgh, New York (RNG- decommissioned AFFO 10-15-54)	Stewart AFB
AL 198	VOR-1	Houston, Texas	Houston Airport
AL 198	VOR-2	Houston, Texas (Procedure cancelled - CAA - 10-13-54)	Houston International Airport

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AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT N/S Strip closed - const. (8-12)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV twr erected 6.1 n mi SSE (158°T) at lat 33-29-06 long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends.(4-23)
**CHICKASAW ARPT: Abandoned. (10-1)

ALABAMA: EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)

**MONTGOMERY-DANNELLY FLD: 823' (1483'MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23) Acft lndg and taking off are cautioned to avoid the Maxwell AFB traffic pattern and control zone. (9-23) Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard. (10-8)

**TUSCALOOSA-VAN DE GRAAFF ARPT: 100' (900'MSL) micro wave twr erected 17.5 n mi NE (60°T) at lat. 33-22-06; long. 87-18-54. (10-21)

TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy.(10-1)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn. (12-7)

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.

DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: DME coverage 325°-50°, 43 n mi at 10,000'; 50°-90°, 43 n mi at 5000'; 90°-180°, 43 n mi at 7000'; 180°-215°, 43 n mi at 4000'; 215°-235°, 43 n mi at 6000'; 235°-255°, 35 n mi at 6000'; 255°-270°, 43 n mi at 6000'; 270°-325°, 43 n mi at 8000'. (7-15)

KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)

ARKANSAS: FAYETTEVILLE ARPT: Men and equip. on fld daylgt hrs. (8-13)

HARRISON ARPT: New NW/SE Rnwy under const. Fld Clsd for ngt operns. (3-10)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 43 n mi in all quads.

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness.(4-14)

CALIFORNIA: ARCATA-RADIO: Oct 27, ILS shut down until approx Nov 6 - modernization.

ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0°, 90°, 100°, 130°, 140°, 150°, 220°, 270°, 300° and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-3)

CANOGA PARK-RADIO: About Nov 16, H fac ident will be changed to OCA. (11-2)

CRESCENT CITY-RADIO: VOR arwys radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)

CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable. (10-29)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

CALIFORNIA: EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution-use at own risk. (5-29)

FILLMORE-RADIO: DME and VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17) Oct 16, DME shut down. (10-28)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)

GASQUET ARPT: N side of strip clsd-const.

KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Serveral 230' MSL portable oil derricks W of fld. (10-19)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT-TOWER: ILS on Rnwy 25L inop; ILS on Rnwy 25R will be operative, but radar monitored apchs not avail. until approx Nov. 1. (10-18) About Nov 15, ASR will be shut down for approx 4 months - modernization. (10-18) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and ajd to const areas.

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-6)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.-(5-26)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

PORTERVILLE ARPT: Electric Ear controlling lights, inoperative.

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000' (6-14)

RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (7-28)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15) (11-2-54)

CALIFORNIA: SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx. Dec. 15 modernization and move to new twr. (9-25) FLD: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip. on fld. A hump of 5'' rise in 75' developped across Rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20) Effect. Oct 18, tfc will be operg simultaneously on Victor 107 and Victor 25/27E in vcnty of San Francisco VOR, even though the center line of these arwys is 8.5 s mi apart. The usual dist rqrd between the center line of two VOR Arwys before lateral separation is considered to exist is 10 s mi. However due to the proximity of the Oakland VOR and San Francisco VOR facilities and the quality of the reception from these facilities, a waiver has been granted for this deviation from the 10 s mi requirement. Tfc information will be exchanged between any two acft simultaneously operg on Victor 107 and Victor 25/27E when the acft do not have time for altitude separation. In this connection, pilots should note that Victor 107 was recently realigned from Coalinga - San Francisco to Coalinga - Oakland. (10-14)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA ANA-ORANGE COUNTY ARPT: Men and equip Rnwy 3-21, daylgt hrs. (8-20)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28) VOR has occasional interference. Caution advised. (10-11)

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on Rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. USAF UHF/DF trng status only. (6-24)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.

KREMMLING ARPT: Closed-construction. Emergency lndg of lgt actt may be made on N shoulder of E half of rnwy. (7-27)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72° T) at lat 40-38-05, long. 103-08-15. (9-15)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON:-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE Rnwys not recommended for hvy acft. Men and equip. on fld. (5-11)

DIST. OF COLUMBIA: WASHINGTON: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)

DIST. OF COLUMBIA: WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director, CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE' along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs. (10-11)

FLORIDA: **CROSS CITY ARPT: 58, MEM-TPA: Unlgtd trees penetrate standard apch zone to Rnwy 31 - use caution at ngt. (10-20)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FORT LAUDERDALE-BROWARD CO. INTERNATIONAL ARPT -TOWER: About Nov 1, ctl twr will be cmsnd. Trans: 272 kc; 121.3 mc. Rcvs: 3023.5 kc; 121.3, 121.5, 122.5 mc. Voice call: Fort Lauderdale Tower. Hrs of opern: 0700-2300. Class: CI. (9-22)

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18) About Nov 8, VOR will be shut down for approx 45 days - modernization and installation of 4-loop antenna array. (10-23)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)

KEY WEST-MEACHAM FLD: All acft with gross weight 8000 lbs or more, when taking-off on Rnwy 8, make right turn after take-off and pass at least 1.3 n mi S of Boca Chica NAS and conform with their tfc pat in passing. Acft using Rnwy 11 or 21 for take-off may make left turn providing turn is made within 1.3 n mi. Lgt acft may make left turn after take-off from Rnwy 8 within 1.3n mi. Caution advised due const 600' extension to apch end rnwy.

**LAKELAND-LODWICK ARPT: Rnwy lgts on prior req to 2400 only. (10-13)

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radial 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of the 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

**OCALA-TAYLOR FLD: 35' TV antenna lctd 300' from NW end of Rnwy 11. (10-5)

ORLANDA-RADIO: VOR and DME usable dist 35 n mi at min en route alt. (10-22)

ORLANDO ARPT: Rnwy 28R-10L closed for take-off and lndg. (8-17)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on arwys. Military acft to Pensacola should proceed on arwys or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. AUGUSTINE ARPT: Effect. Oct 12, arpt will be closed except Rnwy 6-24 for emerg opern. (10-17)

ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked-caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)

TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (10-28)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

TAMPA INTERNATIONAL ARPT-TOWER: ILS glide slope inop until approx Nov 1. (11-2-54)

FLORIDA: VERO BEACH-RADIO: VOR flgt-checked and temp cmsnd on following arwy and alt change radials 147, 162, 323, 338°. DME coverage 35 n mi at 1500' at all azimuths.
WEST PALM BEACH-RADIO: VOR flgt-checked and cmsnd on following arwy radials: 175, 218, 94, 274, 342, 357°. Other courses not flgt-checked, use with caution. (7-7) DME coverage 35 n mi at 1500' at all azimuths. (8-6)
**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (M SL) lgtd TV twr erected 13.4 n mi N (3°T) at lat 26-49-07; long.80-04-30. (8-12) All rnwy lgts inop. (10-30)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses:20°, 85°,205°, 279°, 320° from stn.
ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt aircarrier operns. (10-18)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn. About Nov 1,class of VOR will be changed to BVOR. (10-21)
ATLANTA ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (10-19)
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat,Sun and holidays xcpt prior approval from operations officer. (2-16)Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.(7-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (1-8)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)
DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (8-4)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
✱SAVANNAH-TRAVIS FLD-TOWER: ILS glide slope antenna lctd 1200' E and 400' S of centerline of Rnwy 9. Elev of site: 28'. Glide slope angle 2.68° Elev over OM 1450'; over MM 237'. (10-20)
TIFTON-MYERS ARPT:Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: Aug 31, ILS shut down until approx Nov. 1 - modernization. (10-15)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)
BURLEY ARPT: Lgtd piledriver with top 65 ft above water operg in Snake river in apch lane approx 800' from end of Rnwy 24. (10-28)
**FISH LAKE USFS ARPT: Closed until June 1955. (10-4)
MALAD CITY-RADIO: VOR usable dist 0°-20° and 50° - 60°, 35 n mi at 12,000'. (3-9)
MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution.(9-3)
ILLINOIS: ARLINGTON HEIGHTS-ARLINGTON ARPT: Abandoned. (11-1)
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
BENTON ARPT: Caution - new N/S rnwy under const. (10-5)
CARBONDALE-MURPHYSBORO MURDALE ARPT: Caution-const. Bcn and lgts inop.(7-23)
CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)
ILLINOIS: CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 knots, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 knots and/or gusts above 20 knots, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 knots clsd to all acft. Equip E side of rnwy. (10-13) 2-way rdo rqrd ngts.
CHICAGO-MIDWAY ARPT-TOWER: TVOR operg on test basis, to be cmsnd about Nov. 15. Freq: 116.2 mc. Not to be used for navigation. Disregard spurious radiation. (10-25)FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg.; must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.(5-20)
**DANVILLE ARPT: Abandoned. (10-4)
**DE KALB ARPT: Beacon commissioned. (10-11)
**DIXON ARPT: Longest rnwy & fac: h28, S5, U. Two rnwys. (10-22)
KEWANEE ARPT: Arpt closed - under const. (10-19)
**MAHOMET-SANGAMON VALLEY ARPT: Delete from Directory of Airports. (10-12)
MARION AIRPARK: Closed. (7-12)
**MOLINE-QUAD CITY ARPT: Due to non-visibility, twr unable to ctl taxiing tfc on 1000' of W end of taxiway to W end Rnwy 9. (10-21)
PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-day lgt hrs. (9-7)
**WOOD DALE-MOODY-WOODDALE ARPT: Reinstated. Lctd 1.3 s mi NNE. Elev: 698'. Lat 41-58-45, long. 87-58-15. Type: L. 4 rnwys. Lngst rnwy & fac: 27. Remarks: Acft over 3500 lbs prohibited. Closed week-ends. (10-4)
INDIANA: AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W Strip clsd - const.
EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF rng twrs lctd 4.9 n mi no longer obst lgtd. (7-7) Oct 11, N 700' N/S Rnwy 18-36 closed. (10-29)
FORT WAYNE-BAER FLD: Runway 4-22 now 7800' - daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution - constr. all rnwys. Clsd ngts. (6-30)
GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)
**INDIANAPOLIS-SHANK ARPT: Unlgtd 20' pole line being constd on E side of road along the E bndry of arpt. (10-20)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area. (11-2-54)

[redacted]: RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to 5 n mi from stn.
TERRE HAUTE-HULMAN FLD: NE/SW Rnwy not lgtd. Const. beyond SW end NE/SW Rnwy. NE taxiway clsd. SE Taxiway clsd from SE apch end to intsxn NE/SW Rnwy.(10-26)
TILDEN-RADIO: See Indianapolis, Ind.
[redacted]: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
✱BURLINGTON-RADIO: Correct VOR lat 40-43-24, long. 90-55-33. (10-20)
CLARINDA ARPT: Equip. along S side and NW end of NW/SE rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat. 42-34-27; long. 96 22-11. (7 14)
WATERLOO-RADIO: VOR has clockwise course errors up to 2° in excess of tolerance between azimuth angles 90° and 214°. (10-13) Oct 27, VOR shut down until approx Nov 3 - emerg repairs. (10-27)
**WATERLOO ARPT: Effect Oct 19, Unicom sta 122.8 mc discontd. (10-19)
[redacted]: ARKANSAS CITY-STROTHER AUX #2 ARPT: Effect. Nov 8, work will begin on erection of P-line varying from 12' to 25' above gnd and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
GREAT BEND ARPT: 1006' TV twr under const 5.6 n mi NE (46°T) at lat 38-25-54, long. 98-46-24. (9-17) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (9-15)
HUTCHINSONARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd until approx Nov 15.
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
**OTTAWA ARPT: Use turf strips with caution. (11-1)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)
SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)
SALINA-SMOKY HILL AFB-RADIO: USAF H fac unreliable at 25 n mi on inbound headings 160°-230° due to interference Ponca City, Okla H fac. (3-22)
SATANTA ARPT: Closed. (3 29)
TOPEKA-PHILIP BELLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (4-29)
**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat 37-46-54; long. 97-31-10. (10-18)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell Twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc;119.5 mc or range voice channels. (4-28)
[redacted]: **BOWLING GREEN-WARREN COUNTY ARPT: 300' (1086'MSL) lgtd rdo twr erected 23.5 n mi SE (150°T) at lat 36-37 34; long. 86-10-53. (10-26)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course
[redacted]: 2 to 3 n mi from stn. (10-21)
DANVILLE-GOODALL FLD: All lndg area clsd const. Temp 1700' N/S strip in use lctd W of closed N/S strip. (10-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS APRT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
[redacted]: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA ARPT: 310' (372'MSL) lgtd rdo twr erected 5 n mi NE (65°T) at lat 31-26-09; long. 92-13-50. (10-20)
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692'MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat. 31-18-22; long. 92-24-56. (7-25)
**BATON ROUGE-EAST BATON ROUGE PARISH ARPT: Bcn and bndry lgts prior req only.
BATON ROUGE-RYAN ARPT-TOWER: ILS glide slope inop until approx Nov 5 - installation new monitor equip. (10-28) FLD: Rnwy 13-31 unlgtd. S taxiway between Rnwys 35-31 closed. (10-28)
**BOSSIER CITY-RAINBOW ARPT: (Formerly carried as Shirley Arpt) NW/SE Strip perm. closed. (10-30)
**FENTON-WATKINS ARPT: 315' (333° MSL) lgtd rdo twr erected 6 n mi SW (235°T) at lat. 30-16-29; long. 93-01-39. (10-26)
HAMMOND ARPT: Bcn inop. (5-25)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-CALLENDER ARPT: 155' temp drilling structure erected 7.2 n mi WSW (250°T) at lat 29-48-18, long. 90-08-57. (1-5)
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connectinn with radar control. (10-4)
SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with catuion days on E side of N/S Rnwy.
WELSH ARPT: E/W rnwy closed - repairs. (9-28)
[redacted]: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 n mi. (4-15)
MILLINOCKET ARPT: Caution apron hazardous-broken pavement, patches. (9-8)
PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt. All courses within tolerance.
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FERNAL ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
[redacted]: ANDREWS-RADIO: LF rng has auto voice ident on test basis.
BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10. (11-2-54)

MARYLAND: CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (8-22)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Markers, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard Hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less.(8-30) Jet acft take-offs prohibited from Rnwys 4L and 33. (10-2) Take-offs in north easterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) Caution-Pile driver 35' above rnwy level operg 300' off apch end Rnwy 4R; first 1000' Rnwy 4R closed. Acft must cross MM site not below 100' alt. (10-18)
BOSTON-NORWOOD MEMORIAL ARPT: NNW/SSE Rnwy clsd. (10-20)
BOSTON-REVERE ARPT: Lgtd 40' boom-working end Rnwys 13 and 15. (7-23)
EASTON-AMES FLD: Equip. on fld. (8-13)
**MARSHFIELD ARPT: Lngst rnwy & fac: 23-S1-U. (10-6)
**METHUEN-MERRIMACK VALLEY SKYPORT: Unicom 122.8 mc avail. (10-6)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)
NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative. (6-28)
**ORLEANS ARPT: New Arpt. Type: P. Lctd: 1.1 s mi W. Elev: 25'. One Rnwy 1500'. 80 oct.
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. (10-13)
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**CADILLAC ARPT: 1202' (2988'MSL) lgtd twr erected 9 n mi SSE (153°T) at lat. 44-08-12; long. 85-20-33. (9-21)
DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11)
**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat. 42-28-59; long. 83-12-20. (7-23)
DETROIT CITY ARPT: Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction.(6-3)
GRAND RPAIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (3-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-49. (7-18)
**LAKEVIEW: 200' lgtd twr erected 2 n mi E.(10-16)
LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**LORETTO-NORWAY TOWNSHIP ARPT: Abandoned. (9-28)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)
**MUSKEGON-NORTHSIDE ARPT: Closed. (9-28)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)
SAGINAW-RADIO: About Nov. 15, ident will bechanged to MBS. (10-22)
SALEM-RADIO: VOR on 116.9 mc operg on test basis, daylgt hrs only. (10-19)
TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33.(9-3)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)
BIMIDJI ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. Not to be used for navigation. (10-25)
BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. Not to be used for navigational purposes. (10-25)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
**DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat. 46-47-20, long. 92-06-51.(7-8) 558' (1784'MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08; long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.
EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. Not to be used for navigational purposes. (10-25)
INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. Not to be used for navigation. (10-25)
LITTLE FALLS ARPT: Closed. (9-10)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN) ARPT-TOWER: Oct 25, PAR shut down until approx Nov. 8 - modification. (10-26) Rdo reception intermittently blocked out by jet acft run-ups. (10-26) FLD: Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation. (10-25)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
**CORINTH, 7, MEM-TPA ARPT: 300' (796' MSL) lgtd rdo twr erected 10 n mi ENE (70°T) at Lat. 34-58-13; long. 88-25-18. (10-26)
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28; long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.
JOPLIN-RADIO: About Nov 1, ILS glide slope will be shut down until approx Nov. 12 - repairs.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation.(7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6) (11-2-54)

MISSOURI: KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity.(4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 679'TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09. (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°; 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: VOR and DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500';20°-68°, 26 n mi at 10,500';68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 36 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000';220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**LAUREL ARPT: (New): Type: P. Lat.45-41; long. 108-46. Lctn: 2 s mi N. Elev: 3500. No. of rnwys: 3. Lngst rnwy & facs: 26-S1. Fuel: F1. Remarks: Use rnwys. P-line SE.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

**LIVINGSTON ARPT: Closed. (10-22)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end appch ENE/WSW Strip. (8-13)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

**POLSON ARPT: No fuel, servicing or attendant.(10-4)

ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

GRAND ISLAND ARPT: Caution - men, equip on Rnwy 12-30, daylgt hrs until approx Dec.1. Caution-const approx 1000' N of S end and along W edge of ramp. Mrkd. (10-26)

NEBRASKA: HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips. (9-13)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on final apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L,14R, parking ramp and taxiways N of Admin. Bldg. -- tower under const. (6-11)

**ORLEANS-OTT ARPT: Delete from Directory of Airports. (10-25)

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

**RAVENNA ARPT: Abandoned. (9-28)

**SCOTTSBLUFF ARPT: 312' (4992' MSL) lgtd rdo twr erected 10.5 n mi SSW (196°T) at lat. 41-42-00; long. 103-39-30. (10-27) Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

ELKO ARPT: Runway 12-30 closed-construction. (7-30)

ELY ARPT: Const on apron. (9-2)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000.

RENO ARPT: Rnwy 16-34 clsd - const. Acft parked on S 3000'. (9-2)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri,(Tel. Concord,Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo.)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

MANCHESTER-GRENIER AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Call: Homer. Trng status. (9-16)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' bevond range lgts both ends of rnwy. (5-1)

NASHUA-GATE CITY ARPT: Closed - construction. (4-14)

NEW JERSEY: CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area. (11-2-54)

NEW JERSEY: NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Culvert maintenance in progress 250' E of center line Rnwy 4-22, 4200' from SW end. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts. - mrkd.
MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

**NEW BRUNSWICK-NORTH BRUNSWICK ARPT: Maintain 300' alt over hwy in lndg Rnwy 14 and Rnwy 32. (10-14)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulder rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail., ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16) 40' boom adj all rnwys - days only. (7-6) About Nov 15, apch lgt lane will be shut down until approx Dec 15. (10-12)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. (9-30)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution - lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5000' of rnwy may be avail. for lndg. (9-3) Rnwy 8-26 closed until Feb 15, 1955; Rnwy 17-35 clsd until Dec 15, 1954. (9-14) Restricted to acft on OFL BUS ONLY until Feb 15, 1955. (9-27)

CLOVIS AFB-RADIO: USAF UHF/DF steers unreliable below 7500' all quads. (6-14)

COLUMBUS-RADIO: DME coverage 216°-thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)

**COLUMBUS ARPT SITE 34, PHX-ELP: No fuel avail. (10-11)

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Fld lgts inop. (8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310° T) at lat 32-57-28, long. 103-21-13. (9-17)

OTTO-RADIO: VOR radials usable 26 n mi. (12-1)

ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR courses 100°-240° has moderate to severe scalloping, increasing from stn to max usable dist. (10-28)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: About Nov 5, H fac will be cmsnd. Freq: 317 kc. Ident: BGM. Lctd at lat 42-06-17, long. 75-53-29; 6.9 n mi from apch end Rnwy 34. (10-1)

BINGHAMTON-BROOME COUNTRY ARPT-TOWER: About Nov 4, ILS LOM will be decmsnd.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)

NEW YORK: CALVERTON-GRUMMAN PECONIC RIVER ARPT: New field. Lctd at lat 40-55-09, long. 72-47-46. No. of rnwys: 2. Lngst rnwy & fac: 100-L6. This is an aircraft factory airport - not open to the public. (9-7)

**CICERO ARPT: NE/SW Strip closed. (8-5)

**DUNKIRK-WERLE ARPT: ESE/WNW Strip closed. (8-23)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri, within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

**MT. MORRIS ARPT: Abandoned. (9-30)

**NEWARK ARPT: Abandoned. (9-30)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

NEW YORK-FLUSHING ARPT: Caution - construction. Paving N/S Rnwy - land to W.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd taxiways marked by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. Effect Sept 18, Ramp spot 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect. Sept 20, ramp spot 4, closed. Men and equip. - caution. (9-17) Caution-cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of wea. Oct 13, ILS lclzr and glide slope shut down until completion rnwy repairs. (10-26) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal.(5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6) A fixed white lgt of hi-intensity will be operd in the E section of Flushing Meadow Park at lat 40-43-41, long. 73-50-03. The lgt will be operd durg hrs of darkness only when Rnwy 13 is being used for departing acft and will serve as a guide to direct departing acft along the centerline of Park area. The lgt will be directed in a northerly direction and elevated approx 80° above the horizon. (10-25)

NEW YORK-STATEN ISLAND ARPT: Rnwy 18-36 will be closed every Tuesday from Nov 16 thru Dec 21; also Thursday, Dec 23 and Dec 30. (10-20) N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)

NEW YORK: POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat. 42-46-57; long. 76-53-17 between 0730-1615, Mon-Fri.Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Constr. on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 10-28 closed; Rnwy 2-20 clsd S of E/W intersection. N/S taxistrip leading from midfield to rnwy 2 closed. (9-13)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220° 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
**WALDEN-NEWBURGH-WALDEN ARPT: Lndg FEE of $1.00 when no gas purchased.
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95°T) at lat. 43-57-16; long. 75-43-45 -- Completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
**WESTPORT ARPT: NE/SW Strip closed. (8-11)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: **AHOSKIE: 344' rdo WRCS twr lctd 3 n mi W destroyed by hurricane. (10
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8)
**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat. 36-06-39; long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120° not checked. Oct 5, VOR and DME shut down until approx Nov 5 - modernization. (10-5)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
★GREENSBORO-HIGH POINT ARPT-TOWER: Oct 26, combined stn/twr cmsnd. FLD: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat. 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (10-11)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
WILMINGTON-RADIO: VAR has moderate bends on NE and SW courses. Soon VAR will be decmsnd, concurrently VOR will be cmsnd at lat. 34-21-03; long. 77-52-27. (10-28)
WILMINGTON-NEW HANOVER COUNTY ARPT: All taxi strips between Rnwys 9 and 34 clsd - const. Dirt taxi strip clsd to hvy acft. Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Asphalt taxi strips between Rnwy 9 and ramp clsd to acft larger than twin engine Beechcraft. Rnwy 5-23 now 8000'. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. Lgtd 59' MSL pole SE arpt bndry 400' E of centerline Rnwy 16-34. (10-28)
NORTH DAKOTA: BISMARCK-RADIO: About Nov. 15, LF rng freq will be changed to 338 kc.
BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)
FARGO-RADIO: About Nov 9, Barnesville, Minn. FM will be shut down until approx Nov 23 - modernization. (10-29)
FARGO-HECTOR FLD: Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. Bndry lgts inop. 165' (1072'MSL) lgtd twr erected 2.1 n mi SSE (155°T) at lat. 46-52-54; long. 96-47-16. 195' (1100'MSL) lgtd grain elev erected 2.6 n mi SSW (210°T) at lat. 46-52-15; long. 96-50-40. (10-1)
GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4.5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°. 35 n mi at min en route alt. (7-7)
JAMESTOWN ARPT: 1550' MSL grain elevator under const approx 1.1 n mi SSW of SW end NE/SW Rnwy full height to be 1620' MSL within 30 days and will be lgtd. (10-21)
LANGDON ARPT: NW/SE Rnwy clsd, const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat. 47-05-29; long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due to non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.
AKRON-CANTON ARPT: Use rnwys only.
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-10
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unalbe to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip.-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk.
**CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed remainder of Season. (10-29)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of rnwy 9 and first 3500' of taxiway parallel thereto.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-31)
DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 250°-314° below 3000'; 180°-229° and 121°-173° below 2500'.
DEFIANCE-BRYAN DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S Rnwy. (10-28)
GENOA-RADIO: About Dec. 6, H fac will be perm decmsnd. (10-28)
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has moderate course roughness 350°-110° clockwise.
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip. on fld. (10-1)
N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.
TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Jan 5, 1955, LVOR will be decmsnd. (10-29)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
TOLEDO-EXPRESS ARPT-TOWER: ILS LMM operg on test basis. Freq: 201 kc. Ident: LC. Lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. About Dec 6, LOM will be placed in opern. Freq: 219 kc. Ident: TL. Lctd 4.97 s mi from apch end Rnwy 7 at lat. 41-33-31; long. 83-54-10. (10-29)

OHIO: TROWBRIDGE: Effect Nov 8, 1954, Caution Area C-471, described as follows: Bounded on N by a line thru Curtice, Ohio to Reno by the Lake, Ohio, extending from the E bndry of Red 27 to Danger Area D-149, on the NE by Danger Areas D-149, on the E by a direct line from the southwest corner of D-149 thru LaCarne, Ohio on the S by Green 3 and on W by Red 27. Altitude: Surface to 12,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Acrobatic and Tactical Carrier Training. Controlling Agency: NAS Grosse Isle, Mich. (10-8)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260° 280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

✱YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S, completed. (9-24) Use rnwys and and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

••ZANESVILLE-BRIGGS ARPT: Abandoned. (10-12)

OKLAHOMA: ••ADA ARPT: P-line approx 2700' S will not be lgtd. (9-24)

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

✱HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping. Correct VOR lat 34-52-00, long. 99-03 47. (10-18)

✱McALESTER-RADIO: Correct VOR lat 34-50-58, long. 95-46-55. (10-20)

••OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE is completed. (9-2)

OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3 16)

••OKMULGEE ARPT: 719'(1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

PONCA CITY ARPT: Ln dg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

••STIGLER ARPT: New Field. Type: L. Lat 35 16; long. 95-06. No. of rnwys: 2. Lctn: 3.5 s mi E. Lngst rnwy & facs: 20. Remarks: Telephone W end E/W Strip. (10-27)

TULSA-RADIO: DME coverave 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope
•• restricted to use on approaches to MM. (9-14) FLD: 1135' (2147'MSL) TV twr erected 9.1 n mi W (265°T) at lat 36 11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi engine acft exceeding 26,000 lbs takeoff wt.(7-22)

••TULSA-CHEROKEE ARPT: Effect. Oct 31, fld abandoned. (10-6)

OREGON: BAKER-RADIO: VOR radials 119° lmtd tu usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Nov 15 - modernization. (10-27)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-125 45-49-40; W long. 119-30-47. (2-2)

••HILLSBORO ARPT: 200' twr erected 2.6 n mi WSW. (10-24)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)

MALIN ARPT: Bndry markers temp removed. Landing strips unrecognizable.

MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT-TOWER: VHF/DF steers unreliable in all quads below min en route alt, 40 n mi radius of Medford. (10-20) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the servive area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

OREGON: NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY FLD-TOWER: ILS glide slope inop, acct interfering obstr. (9-2)FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrainclearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

••ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel Hangar.

AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BRISTOL-3M ARPT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi- due hvy interference from Lansing, Mich LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800 - 1700. N bndry-lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 140°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000' 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2.(10-25)

HAZELTON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)

JOHNSTOWN-RADIO: VOR will be cmsnd. Freq: 113.0- mc. Ident: JST. Lctd at lat 40-19-00 long 78-50-04. Variation: 6°W. Elev: 2279'MSL. Monitoring category (1). Voice and monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. (8-14)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Arpt tfc ctl twr re-lctd to new Terminal Bldg., NW side of fld. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 13 knots, not usable under other conditions xcpt in emerg. Artificial lake 0.4 n mi wide; 1.7 n mi long off apch end Rnwys 22, 27 and 30 changes appearance of arpt on apch. Lgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. Hi-intensity rnwy lgts not controllable. Rnwy 9 designated calm wind rnwy. (10-29)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwys 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: Sept 14, ILS lclzr, glide slope, MM and OM shut down until approx Dec 15 - rnwy const. FLD: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy under const - N and parallel to Rnwy 9-27. Rnwy 9-27 temp 100' wide with white center line - extreme caution. Const in progress both sides of rnwy. Areas flagged and lgtd. Rnwy 5-23 closed entire length. (10-27) (11-2-54)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH ARPT: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8)
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
**STATE COLLEGE ARPT. Unicom, 122.8 mc avail (10-14)
WASHINGTON ARPT: E/W Strip closed. (4-28)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.
WILKES-BARRE-SCRANTON ARPT-TOWER: About Nov 4, combined stn/twr will be cmsnd. Arpt tfc call: Wilkes-Barre Twr. En route tfc call Wilkes-Barre Rdo. Apch ctl call: Wilkes-Barre Apch ctl. Will trans and rcv 121.3 mc, local control' 121.9 mc, gnd ctl, 121.5 mc, emergency; 126.7 and 135.9 mc, en route. Also trans 248 kc; 272 kc; 122.2 mc, and 135.0 mc and guards 122.1 mc, 122.5 mc, 255.4 mc and 3023.5 kc. (10-15)
WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)
SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)
BEAUFORT-COUNTY ARPT: Construction equip. on fld. No crash or communication facs. Not safe to land. (7-30)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Light to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.
**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43° T) at lat 32-47-53, long. 79-53-51. (7-22)
COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)
COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy lgts on Rnwy 16-34 inop, xcpt on 30 min prior notice. (1-25)
FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.
**FLORENCE ARPT: 823' twr erected 4.3 n mi N (180° T) at lat 34-16-13, long. 79-43-39.
GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 390°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)
SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)
SOUTH DAKOTA: **ABERDEEN-SAUNDERS ARPT: Rnwys restricted to acft 26,000 lbs or less. (10-11)
EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
**PIERRE ARPT: Lngst rnwy & fac: h72-BL4, 6-S5-W. (10-11)
SOUTH DAKOTA: SISSETON ARPT: Rotating beacon discontinued. (10-8)
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 65° clockwise thru 85° displaced up to 2° beyond tolerance counterclockwise. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (5-25)
BRISTOL-TRI-CITY ARPT-TOWER: ILS glide slope not usable MM to Fld. Sept 27, ILS glide slope shut down for installation new equip.
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfiled intsxn until approc Dec 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone.
**CLEVELAND-WATERLEVEL ARPT: Abandoned. (10-12)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7)
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: Oct 4, ILS glide slope shut down for relctn to 2125' E of W end of E/W rnwy and 350' S of the centerline of E/W Rnwy. Lat 35-03-26, long. 89-58-42. ASR will continue to issue distance values in statute miles in connection with radar control.
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.
**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)
**SEWANNE-UNIVERSITY OF THE SOUTH ARPT: New fld. Type: L. Elev: 1950'. One strip 2800'. (10-26)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
TEXAS: ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)
ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75° T) at lat 29-27-57, long. 95-13-24. (10-12)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.
AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)
BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd-const. (1-28)
CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)
CORPUS CHRISTI-CUDDIHY ARPT: All Rnwys very rough in spots. Use at own risk.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)
DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Nov 15. ASR will continue to issue distance values in statute miles in connection with radar control.

TEXAS: **DALLAS-LOVE FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12) Exten const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end Rnwy and SE edges of adj taxiways pavement 2' higher than gnd grade. Const - men and equip on fld. Two ILS glide slope bldgs lctd 1000' and 2000 ft NW end Rnwy 13; 400' SW of center of rnwy, unlgtd. (6-2)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-29) USAF H fac, aural null width over 5° at 50 n mi. (11-26)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26,22 and 17; rgt hand to Rnwys 35,04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Sept. 1, neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22 - length rnwy lmtd to 6900'. Men and equipment on field daylgt hours. (10-25)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF training status only. (6-22)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128°T) at lat. 32-45-01; long. 97-16-07. (7-6)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat. 28-17-00; long. 96-32-00.
**HARLINGEN OLD MUN ARPT: Lctd 1.8 s mi SSW - CLOSED. (10-22)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049'MSL) lgtd TV twr erected 11.3 n mi SW (247°T) at lat 29-34-25; long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hours 0800-1600 Sats and Suns.
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7)
MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)
PERRYTON ARPT: Bndry and bcn lgts inop. (8-4)
POTEET ARPT: Closed-const. (11-20)
QUITMAN-RADIO: DME coverage 2300'MSL 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W Strip-usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
**SAN ANGELO-MATHIS ARPT: 180' lgtd rdo twr erected 6 n mi NW (235°T) at Lat. 31-25-45; long. 100-34-15. (10-21)
**SNYDER-WINSTON ARPT: 145' oil derrick erected 4500' S and 420' E. (10-16)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' MSL all azimuths. (6-11)
TEXAS: TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-caution. (10-14) Correct Airgi Vol. 9, No. 16, Page 18 to read: MM lctd 0.7 mi from NW
** end of NW/SE Rnwy. (10-25) FLD: Rnwys 12-30 changed to Rnwys 13-31 to conform with ILS system. (10-18)
VICTORIA-COUNTY ARPT: Lgtd oil well derrick erected 350' from centerline of any Rnwy.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only. (8-4)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
FAIRFIELD: Rdo rng antenna pole obstn lgts perm. discontd Oct 20.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. (4-28)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 mi at min en route alt. (10-25)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. (1-15)
SPRINGFIELD-HARTNESS ARPT: S side of E/W Rnwy under const, 2000 x 75 ft. avail for lndgs. No serv. facs. (9-27)
VIRGINIA: CHARLOTTESVILLE-ALBERMARLE ARPT: New field under construction. 7 s mi N, Elev: 639'. Lat 38-08-16; long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902'MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat. 37-11-50; long. 79-21-07. (9-23) Signal for below VFR wea minimums inop. ngts. (7-6)
MONTEBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)
NORFOLK: Warning Area W-108 redescribed as follows: Beginning at a point at lat. 38-45, long. 74-53; thence due E to a point 2 n mi SW of SW bndry to ICAO Control Area #1148, thence SE paralleling said Control Area to a point 2 n mi W of the W bndry to the N. Y.

(11-2-54)

VIRGINIA: Oceanic Air Traffic Control Area, thence due S paralleling the western bndry of the N. Y. Oceanic Air Traffic Control Area to lat 36-33-30, thence due W to a point 3 n mi from the U. S. shoreline, thence northerly paralleling the shoreline to lat 36-49-25, long 75-54-00; thence to lat 36-49-25, long 75-32-00; thence due N to lat 37-08-00; thence due W to long 75-47-00; thence northeasterly paralleling the shoreline to a point at lat 38-37-00, long74-59-30, thence to a point at lat 38-45-00, long 74-53-00, point of beginning. Effective Nov 8, 1954.

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK ARPT-TOWER: Oct 14, ASR shut down until approx Nov. 18 - modernization. All radar procedures suspended for this period. (10-14) ASR PPI apchs not avail. to Rnwy 22, 31, 13. (8-6) About Nov 1, apch ctl freq 126.5 mc will be cmsnd. (10-8)

PU LASKA-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010 010°, 26 n mi at 6000'. (7-7)

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W ta xi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W ta xi strip to approx 300'N. Hvy acft use extreme caution. (10-12)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.

CLE ELUM ARPT: 8' fence erected across E end of E/W Rnwy - not obstn marked or lgtd.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 25 no mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000', USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.

**FRIDAY HARBOR SEAPLANE BASE: ARPT OF ENTRY. (9-27)

★MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13) USAF VHF/DF no longer opers on 126.18 mc. (10-20)

OTHELLO ARPT: Caution-unlgtd power line approx 50' h igh E end-unmrkd. (6-14)

**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat 47-28-43; long 122-32-32. (7-26)

PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)

SEATTLE-RADIO: About Nov 8, VOR will be shut down for indefinite period-modernization.

SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, ta xi strips only, making tfc pat. W of fld at 1500'. Effect Oct 13, 5800' of Rnwy 13-31 closed, mrkd. S 4200' open day and ngt all operns civil and military acft. Wide military taxiway W side open authorized military acft. Closed to all other acft except CAM flights and for takeoffs only. (10-12)

SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD: Caution-const on ramp N of control tower. Mil acft parked adj to taxiway between Rnwy 20 and control twr. Men and equip. working on apchs to Rnwy 2-20. (9-24)

**WASHINGTON TOLEDO-KELSO ARPT: Restricted to Rnwys and taxiways - remainder of fld freshly plowed. (10-21)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°,298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)

**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from Rnwy 31 on right side edge ta xiway leading from ramp. (9-16)

**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat 38-30-34, long. 83-13-09. (10-8)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: **HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat 44-57-55; long. 91-23-08. (10-28)

JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)

**LONE ROCK ARPT SITE 16, CHI-TWIN CITIES: Bcn changed from 6 clear and 6 green fpm to 12 clear fpm red course lgts reactivated flashing code no. 6, dash dot dash. (10-11)

MADISON-TRUAX FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop. indefinitely. (10-22) FLD; E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)

MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°, DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)

MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)

NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)

OCONOMOWOC-PABST ARPT: Effect Jan 1, 1955 N/S strip (2000' x 200') will be discontd.

**RHINELANDER-ONEIDA COUNTY ARPT: Construction completed NW/SE now paved. 3700' x 100'. Shoulders soft. Clearing of trees SW end in progress. (10-8)

SIREN-BURNETT COUNTY ARPT: All lgtg fac inop. (10-1)

**STONE LAKE-SAND BEACH ARPT: Closed. (10-15

WATERTOWN ARPT: NE/SW Strip clsd-const. (5-21)

WAUKESHA-COUNTY ARPT: Caution-E/W Strip closed, Sept. 26. (9-9)

WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above beyond 6 n mi. Not to be used for auto. pilot apchs.

CHEYENNE ARPT: Clsd to transient jet acft, except in emergencies.

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)

LARAMIE-BREES FLD: Caution deer on fld. (6-29)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: About Nov 16, ILS will be shut down approx 3 weeks-modernization.

ROCK SPRINGS ARPT: Caution -first 500' NW end NW/SE Rnwy clsd - marked. (9-10)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

WEST INDIES: **NASSAU-BAHAMAS: Memory Rock Warning Area W-176 changing controlling Agency to Missile Test Center, Patrick AFB, Fla.". (10-13)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST	MIN. ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS (OUTBND. AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
DICKINSON, N. DAK. Municipal Airport 2589 BVOR-DIK Procedure No. 1 Effective date: 12/17/54 Amend. No. 2 Supersedes No. 1 dated 5/26/54 Major Changes: Items 4, 5, 6, and 11 revised due to 2966' MSL tower 4 miles NE of VOR Minor Changes: Items 3 - Air Carrier Note added regarding runway lights.	Dickinson LFR	009 2.3	4000	W side N crs 359° - outbnd 179° - inbnd 4000' - within 15 mi	3500	179 4.2	2 engine or less T-dn C-d C-n A-dn More than 2-engine T-dn C-dn A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1 600-1.5 800-2 300-1 600-1.5 800-2	Within 4.2 miles...climb to 4000' on track of 179° within 20 miles of DIK-VOR. Caution: KDIX radio tower 4.5 miles N DIK-LFR 2751' MSL. Police tower 2966' MSL 4 miles NE of VOR. Air Carrier Notes: Night take-offs and landings authorized NW/SE Runway only.
DYERSBURG, TENN. Municipal 337 BVOR - DTV - DYR Procedure No. 1 Amend. No. 3 Effective date: 12/17/54 Supersedes M-2 dated 4/28/53 Major Changes: Delete straight-in minima.	Dyersburg MH	073 4.5	1500	N side of crs 073 - outbnd 253 - inbnd 1600' - within 10 mi	1100	253 4.7	2 engine or less T-dn C-dn A-dn 2 engine or more T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 4.7 mi - climb to 1600 on crs 253 within 25 miles.
HOUSTON, TEXAS Municipal Airport Procedure No. 1 and 2 Cancelled effective 12/3/54	Correct Major Changes to read: Procedure cancelled due to lack of utilizational requirements.									
KLAMATH FALLS, ORE. Klamath Falls Airport 4088 BVOR - LMT Procedure No. 1 Effective date 12/17/54 Amendment No. 1 Supersedes original dated 8/20/54 Major Changes: New format, correct error in defining intersection in column 2.	Int. E course MFR LFR and 343° radial LMT VOR Klamath Falls LFR Klamath Falls LFR (final)	163 12.0 335 2.5 335 2.5	9000 8000 5900	E side crs 155 - outbnd 335 - inbnd 8000' - within 14 mi (NA beyond 14 mi)	5900	On airport	2 engine or less T-dn C-d C-n A-dn More than 2-engine T-dn C-d C-n A-dn	1500-1 1800-1 1800-2 1800-2	1500-1 1800-1 1800-2 1800-2 1800-1 1800-1.5 1800-2 1800-2	Within 0.0 miles...turn left and climb to 9000' on 155° outbound course within 14 miles Klamath Falls VOR.
LAWTON, OKLA. Municipal 1108 VOR-LAW Procedure No. 1 Amendment No. 2 Effective date: 12/10/54 Supersedes Amdt. M-1 Dated 1/16/52. MAJOR CHANGES: Revised initial approaches. Raise min. altitude over facility on final. Correct airport elevation.	Int. LAW radial 053 and Wichita Falls rad. 018.	233 13.0	2400	E side crs 167 - outbnd 347 - inbnd 2200' - within 10 mi (NA beyond 10 mi)	1700	347 4.9	2 engine or less T-dn C-dn S-dn 35 A-dn More than 2-engine T-dn C-dn S-dn 35 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.9 mi turn left and climb to 2200' on radial 187° within 25 miles. NOTE: Communications and weather service not available to general public. Voice on VOR controlled by Army Tower Post Field. Air Carrier Notes: Procedure may be authorized only for carriers having approval of their arrangements for communications and weather service at this airport.
PINE BLUFF, ARK. Grider Field 205 Procedure No. 1 Amendment No. 2 Effective date. 12/10/54 Supersedes Amdt. No. 1, dated 9/18/52 Major Changes: Final approach altitude; procedure turn altitude	Int. Little Rock radial 134° (final) Pine Bluff Rbn	179 11.0 358 4.5	800 1500	E side of crs 359 - outbnd 179 - inbnd 1500' - within 10 mi	800	179 4.5	2 engine or less T-dn C-dn S-dn 17 A-dn More than 2 engine T-dn C-dn S-dn 17 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.5 mi climb to 1600' radial 179° within 25 miles.
RAPID CITY, S. DAK. Rapid City Airport 3172 BVOR-DTV-RAP Procedure No. 1 Effective date: 12/17/54 Amendment No. 2 Supersedes No. 1 dated 7/17/54. Major Changes: Corrects distance in Item 3 - altitudes raised in Item 4, 5, and 6 to permit jet scrambles underneath.	RAP LFR	327 8.2	5500	*E side of crs 345 - outbnd 165 - inbnd 5500' - within 15 mi (NA beyond 15 mi) *Procedure turn non standard because of high terrain west.	5500	139 9.2	2 engine or less T-dn C-dn A-dn More than 2-engine T-dn C-dn A-dn	300-1 700-2 800-2	300-1 700-2 800-2 200-0.5 700-2 800-2	Within 9.2 miles, climb to 5600' on 170° radial from RAP VOR within 25 miles. Caution: Rising terrain to 3447' MSL, 3 miles north of airport.

(11-2-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SAN JOSE, CALIF. San Jose Airport 62 BVOR - SFO Procedure No. 1 Effective date: 12/17/54 Amendment No. 1 Supersedes original dated 5/20/53 Major Changes: New format; minor changes	Oakland LFR	134 27.0	3000	N side crs 293 - outbnd 113 - inbnd 1700' - within 10 mi (NA beyond 10 mi)	1100	115 3.9	2 engine or less T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	Within 3.9 miles...turn right and proceed to the SFO VOR climbing to 2000' on crs 300° inbound, then hold NW of SFO VOR in a one minute holding pattern (inbound track 113°) with all turns north of course at 2000'.
	San Francisco LFR	107 23.0	2000				More than 2-engine T-dn C-dn A-dn		300-1 600-1.5 800-2	
	San Francisco LOM	110 18.0	2000							
	Moffett LFR	053 4.0	1700							
	Evergreen FMHW	286 11.0	1700							
TEXARKANA, ARK. Municipal Airport 389 BVOR-TXK Procedure No. 1 Amendment No. 2 Effective date: 12/10/54 Supersedes Amdt. No. 1 dated 2/1/52. Major Changes: Correct outbnd, and inbnd crs, lower altitudes over facility. Revise missed approach procedure. Add radio tower note.	Texarkana LFR	346 2.5	1500	W side of crs 324 - outbnd 114 - inbnd 1500' - within 10 mi	900	144 4.3	2 engine or less T-dn C-dn S-dn 13	300-1 400-1 400-1	300-1 500-1 400-1	Climb to 1500 on radial 144 within 25 miles. Note: Radio tower 565' MSL 2 1/4 miles NE of airport.
							More than 2 engine T-dn C-dn S-dn		200-0.5 500-1.5 400-1	
							All aircraft A-dn	800-2	800-2	
TRUTH OR CONSEQUENCES, NEW MEXICO Truth or Consequences Airport 4849 BVOR - TCS Procedure No. 1 Effective date: 12/17/54 Amendment No. 2 Supersedes Amdt. 1 dated 12/1/52 MAJOR CHANGES: New format.	Truth or Consequences LFR	270 18.0	8000	*E side crs 360 - outbnd 180 - inbnd 8000' - within 10 mi (NA beyond 10 mi)	6800	162 2.8	2-engine or less T-dn C-dn A-dn	500-1 1500-1 2000-3	500-1 1500-1 2000-3	Within 2.8 miles..climb to 10,000' on a radial of 130° within 25 miles of TCS VOR. *Procedure turn non-standard due higher terrain west.
							More than 2-engine T-dn C-dn A-dn		500-1 1500-1.5 2000-3	
TUSCALOOSA, ALA. Van De Graff Airport 169 BVOR - TCL Procedure No. 1 Amendment No. 5 Effective date: 12/10/54 Major Changes: Add air carrier note. Lower missed approach altitude. Reduce night visibility minima.	Tuscaloosa BMH	056 4.5	1400	N side of crs 056 - outbnd 236 - inbnd 1800' - within 10 mi	1300	236 4.5	2 engine or less T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	Within 4.5 miles climb to 1400' on course of 236° within 25 miles. Caution: 399' MSL radio tower 1.5 mi N of airport. Air Carrier Note: Sections 26 and 28 of the Operations Specifications not applicable.
							More than 2 engine T-dn C-dn A-dn		200-0.5 500-1.5 800-2	
UKIAH, CALIF. Ukiah Airport 615 VORW-TVJ - UKI Procedure No. 1 Effective date: 12/17/54 Amendment No. 2 Supersedes Amdt. 1 dated 12/2/52 Major Changes: New format.				S side crs 200 - outbnd 020 - inbnd 5000' - within 25 mi	4600	020 6.3	All aircraft T-d *T-n C-d #C-n A-d #A-n	4000-3 4000-5 4000-3 4000-5 4000-3 4000-5	4000-3 4000-5 4000-3 4000-5 4000-3 4000-5	Within 0.0 miles...climb to 6000' on radial 360° within 15 miles of UKI VOR. *Night take-offs authorized Runway 34 only. #Night landings authorized Runway 16 only.
WICHITA FALLS, TEX. Sheppard AFB 1029 VOR - ICH Procedure No. 1 Amendment No. 3 Dated: 3/18/52	PROCEDURE CANCELLED Effective date: 11/19/54									

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT LMM FREQ AND IDENT LOM FREQ AND IDENT PROCEDURE NO	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ATLANTA, GA. Atlanta Airport 1024 ILS - ATL LFR - ATL Procedure No. 2 Amendment No. 3 Effective date: 12/10/54 Supersedes Amdt. No. 2 dated 11/12/54 Major Changes: Lower 2 engine or less, faster type aircraft, straight-in landing minima.	Atlanta LFR	Forrest Int.	055 3.5	2100	S side E crs 088 - outbnd 268 - inbnd 2200' - within 10 mi	Forrest Int. 1700	Forrest Int. 3.5		2 engine or less T-dn C-dn S-dn 27L	300-1 400-1 400-1	300-1 500-1 400-1	Climb to 2200' on W crs ILS within 10 miles. Caution: 1182' tower 0.75 mile W.
	Atlanta VOR	"	035 12.0	2200					More than 2 engine T-dn C-dn S-dn 27L		200-0.5 500-1.5 400-1	
	Campbellton LFR	"	091 18.0	2200					All aircraft A-dn	800-2	800-2	
	ILS-LOM	"	088 10.0	2200								(11-2-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
DES MOINES, IOWA Des Moines Airport 957 ILS - DSM Back course procedure Procedure No. 2 Effective date: 12/10/54 Amend. No. Original Supersedes No. None Major Changes: None - original procedure	Des Moines VOR	Clive Int.	333 10.0	2600	W side of crs 304 - outbnd 124 - inbnd 2000' - within 15 mi of Int 333° radial and ILS NW crs (Clive Int)	No glide path Clive Int. 1500 3.0 (Int. 333° radial and ILS NW crs)	No OM	No MM	2 engine or less T-dn*	300-1	300-1	Within 3.0 miles climb to 2300' on ILS SE crs, or when directed by ATC, climb to 2300' on S crs of DSM LFR within 25 miles. Caution: 1560' MSL tower 3.2 miles NNE of airport. *When tower not visible on N, NE, E, and NW take-offs, climb to 2100' prior to turning toward twr. Authorized only when aircraft are equipped to receive ILS or VOR simultaneously.
	ILS LOM	Clive Int.	304 8.5	2600					C-dn S-dn 12 A-dn	400-1 400-1 800-2	500-1 500-1 800-2	
									More than 2 engine T-dn* C-dn S-dn 12 A-dn		200-0.5 500-1.5 400-1 800-2	
HOUSTON, TEXAS Municipal 50 ILS-HOU ADF-OU Comb: ILS & ADF Procedure No. 1 Effective date: 12/17/54 Amendment No. 14 Supresedes No. 13 dated 11/19/54 Major Changes: Arcola FM transition altitude raised. Procedure turn altitude raised.	Houston VOR	OM	219 6.0	1200	S side SW crs 215-outbnd 035 - inbnd 1400' - within 10 mi (NA beyond 10 mi)	ILS 1300 ADF 700 over LOM	1260 4.8	250 0.7	2 engine or less T-dn	300-1	300-1	Climb to 1600 on NE crs. HOU ILS within 25 mi or when directed by ATC turn left climb to 1700 on NW crs. HOU LFR or HOU VOR radial 305 within 25 mi. 4.8 mi after passing LOM (ADF) climb to 1600 on track of 035 on LOM.
	Houston LFR	LOM	241 6.0	1200					C-dn ILS S-dn 3 ADF dn	400-1 200-0.5 400-1	500-1 200-0.5 400-1	
	Houston FM	LOM	168 8.0	1400					More than 2 engine T-dn C-dn S-3 ILS-dn ADF-dn		200-0.5 500-1.5 200-0.5 400-1	
	Arcola FM	ILS SW crs	015 5.0	1400					All Aircraft A-dn ILS ADF	600-2 800-2	600-2 800-2	
	Monument Rbn	LOM	215 19.0	1400								
	Int. SE crs HOU LFR & 039 bearing from PER Rbn	LOM	273 9.0	1200								
Procedure No. 2 ILS - HOU (Back course ILS lclzr) Effective date: 12/17/54 Amendment No. 2 Major Changes: Raise missed approach altitude, Column 13, on SW crs HOU ILS. Supersedes Amdt. No. 1 dated May 1, 1954	Houston VOR	MNU Rbn	035 13.0	1400	N side NE crs 035 - outbnd 215 - inbnd 1600' - within 5 mi east of Monument Rbn	No glide path over MNU Rbn 1600' Pasadena Fix 900' **			2 engine or less T-dn	300-1	300-1	Climb to 1400' on SW crs. HOU ILS within 15 miles or when directed by ATC turn right climb to 1700' on NW crs of HOU LFR or HOU VOR radial 305 within 25 miles. *Except when in accordance with approved radar vectoring procedures, final approach must be initiated from Monument Rbn. Aircraft must be in contact with Houston Radar prior to leaving Monument Rbn on final. #Pasadena fix is a Houston Radar (ASR) fix 4.0 miles NE of Houston Airport on the NE crs of Houston ILS. **Descent below 900' MSL NA unless position advisory over Pasadena Fix received from Houston Radar.
	Houston LFR	"	024 14.0	1400					C-dn S-dn 21 A-dn	400-1 400-1 800-2	500-1 400-1 800-2	
	Monument Rbn*	Pasadena Fix#(final)	215 9.0	900					More than 2 engine T-dn C-dn S-dn 21 A-dn		200-0.5 500-1.5 400-1 800-2	
MERIDIAN, MISS. Key Field 297 ILS - MEI LOM - ME Comb: ILS & ADF Procedure No. 1 Amendment-Original Effective date: 11/12/54	Meridian VOR	OM	229 8.0	2000	E side S crs 184 - outbnd 004 - inbnd 1700' - within 10 mi	ILS 1700 ADF 1100 over LOM	1700 5.4	490 0.6	2 engine or less T-dn	300-1	300-1	Climb to 2000 on N crs of ILS or within 5.4 mi of LOM (ADF) climb to 2000 on crs of 004 within 25 mi. No approach lights. *500-1 required when glide slope not utilized. Air Carrier Note: Preface page para. 37 (a) NA on runways 9, 22, 14 and 32. Caution: Trees 600' 2 mi E.
	Meridian LFR	LOM	175 10.0	2000					C-d C-n S-1 ILS dn ADF dn	500-1 500-1.5 300-0.75* 500-1	500-1 500-1.5 300-0.75* 500-1	
	Int. SE crs Meridian LFR and ILS lclzr.	LOM	195 7.0	2000					More than 2 engine T-dn C-dn S-1 ILS dn ADF dn		200-0.5 500-1.5 300-0.75* 500-1	
									All Aircraft A-dn ILS ADF	600-2 800-2	600-2 800-2	
PHILADELPHIA, PA. International Airport 10' ILS - PHL LOM - PH Comb; ILS - ADF Procedure No. 1 Effective date: 11/26/54 Amdt. No. 6 Supersedes Amdt. No. 5, dated: 11/26/54 Major Changes: Adds ILS minimums applicable with glide slope inoperative.	Boothwyn FM (final)	LOM	085 7.0	1500 (ILS) 900 (ADF)	S side W crs 265 - outbnd 085 - inbnd 1500' - within 10 mi of LOM	ILS 1500 ADF 900 over LOM	1500 5.3	230 0.7	2 - engine or less T-dn C-dn ILS* ADF S-dn 9*	300-1 400-1 500-1	300-1 500-1 500-1	Within 5.3 mi after passing LOM (ADF) climb to 2500' on NE crs of Philadelphia LFR to Mt. Holly Int. Alternate missed approach procedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int at 1500'. *500-1 required with glide slope inoperative.
	Philadelphia LFR	LOM	251 2.8	1500					ILS ADF A-dn ILS* ADF	200-0.5 500-1 600-2 800-2	200-0.5 500-1 600-2 800-2	
									More than 2 - engine T-dn C-dn S-dn 9* ILS ADF A-dn ILS ADF		200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	

(11-2-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TRANSITION TO ILS: VIA	TRANSITION TO ILS: CRS AND DIST	TRANSITION TO ILS: MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN ALT AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	CEILING AND VISIBILITY MINIMUMS: TYPE OF AIRCRAFT: 75 MPH OR LESS	CEILING AND VISIBILITY MINIMUMS: TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
SAVANNAH, GA. Travis Field 5ft Procedure No. 1 Effective date 12/3/54	Correct AIRGI Vol. 9 No. 16 dated 10/19/54	Item 8 - elevation of glide path over OM 1450' MSL Item 9 - elevation of glide path over MM 237' MSL			Procedure turn altitude 1500'							
TULSA, OKLAHOMA Municipal Airport 674 ILS - TUL LOM-TU Procedure No. 1 Amendment No. 2 Cancels ILS & ADF Effective date 12/10/54 Supersedes Amdt. No. 1 dated 2/1/54 Major Changes: Revise transition altitudes, Lower ADF altitude over LOM. Revised missed approach procedures.	Int. SE crs LFR & 070 bearing from LOM	LOM	250 9.0	2100	E side 174 - outbnd 354 - inbnd 2400-within 10 mi (NA beyond 10 mi)	ILS 2400 ADF 1500 over LOM	2350 6.1	880 0.7	2 engine or less T-dn C-dn S35R ILS & dn ADF dn More than 2 engine T-dn C-dn S35R ILS & dn ADF dn All aircraft A-dn ILS ADF	300-1 400-1 300-0.75* 400-1 600-2 800-2	300-1 500-1 300-0.75* 400-1 200-0.5 500-1.5 300-0.75* 400-1 600-2 800-2	Climb to 1900 on N crs ILS within 25 miles. 6.1 mi after passing LOM (ADF) climb to 1900 on crs of 304 within 25 mi. Caution: 1100 tower 2.3 mi NW of LOM. Notes: *400-0.75 required when G/S not utilized. #300-1 required on runways 3L, 21R, 17R, 35L. Air Carrier Notes: ⅔ 200-0.5 authorized when the length of runway available exceeds by 3000 feet the runway length required by the applicable aircraft performance requirements of the CAR's and high intensity runway lights are installed and operating on the entire length of the runway.
	Int. 065° radial ICT-VOR	Kechi Int. (final)	190 11.0	2500								
	Wichita VOR	"	065 3.5	3000								
WICHITA, KANSAS Municipal Airport 1332 ILS-ICT (Back course approach) Procedure No. 2 Effective date 12/17/54 Amend. No. Original Supersedes No. none Major Changes: Name: Provides back crs approach to airport.	Int SW crs ICT LFR & S crs ILS	"	010 14.0	3000	E side of crs 010 - outbnd 190 - inbnd 3000'-within 10 mi of Kechi Int. (Int 065° radial and ICT-VOR and ILS N crs).	No glide path Int 065° radial and ILS N crs 2500' 5.9 (Kechi Int) Int 108° radial and ILS N crs 2000' 3.0	No OM	No MM	2 engine or less T-dn C-dn S-dn 19 A-dn More than 2 engine T-dn C-dn S-dn 19 A-dn	300-1 400-1 400-1 800-2 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Climb to 2500' on S crs of ILS, or when directed by ATC turn right. Climb to 2900' on 215° outbnd radial ICT VOR within 25 miles. Caution: 2049' MSL TV tower 9.0 miles NNE and 2449' MSL TV twr 10 miles NNW of airport. Authorized only when aircraft are equipped to receive ILS & VOR simultaneously.
	Int SW crs ICT LFR & S crs ILS	"	010 14.0	3000								
	Int 046° radial ICT-VOR and N crs ILS	" (final)	190 4.5	2500								
	Int 351° radial ICT-VOR and N crs ILS	" (final)	190 1.5	2500	Procedure turn non-standard account TV tower west.							

WICHITA, KANSAS-Municipal Airport- ILS Procedure published in AIRGUIDE Vol. 9 #14 (9-21-54) page 21. Correct as follows: Column 1-add "Procedure No. 1". Column 8, change "2357" to read "2559". Column 9, change "1526" to read "1530" Column 10, 11, 12 change second condition "2-engine or more" to read "More than 2 engines".

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ / IDENT / PROCEDURE NO	INITIAL APPROACH TO FACILITY: FROM	INITIAL APPROACH TO FACILITY: CRS AND DIST	INITIAL APPROACH TO FACILITY: MIN ALT	PROCEDURE TURN: SIDE OF FINAL APCH CRS (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	CEILING AND VISIBILITY MINIMUMS: TYPE AIRCRAFT: 75 MPH OR LESS	CEILING AND VISIBILITY MINIMUMS: TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DALHART, TEXAS Municipal 3989 MH-DHT Procedure No. 1 Amendment No. 4 Effective date 12/10/54 Supersedes Amdt. No. 3 dated 8/2/54 Major Changes: Raise circling landing minima.	Dalhart BVOR	174 4.5	5200	E side of Crs 120 - outbnd 300 - inbnd 5200 - within 10 mi	4700	On airport	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 700-1 800-2 	300-1 700-1 800-2 200-0.5 700-1.5 800-2	Within 0.0 miles climb to 5300' on crs of 311 within 25 mi.
DYERSBURG, TENN. Municipal Airport 337 BMH-DYR Procedure No. 1 Amendment No. 3 Effective date: 12/17/54 Supersedes Amendment No. 2 dated 4/28/53 Major Changes: Increase procedure turn altitude and raise landing minima.	Dyersburg VOR	253 4.5	1500	N side of crs 090 - outbnd 270 - inbnd 1700'-within 10 mi	1000	On airport	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 700-1 800-2 	300-1 700-1 800-2 200-0.5 700-1.5 800-2	Within 0.0 mi climb to 1600 on crs 270° within 25 mi.
MONTEREY, CALIF. Monterey Peninsula Airport 220 Monterey "H" MRY (Navy: MRZ) Procedure No. 1 Effective date: 12/17/54 Amendment No. 6 Supersedes Amdt. 5 dated 7/30/54 Major Changes: Restore minimums for public use.	Salinas VOR	222 14.0	3000	*N side of crs 310 - outbnd 130 - inbnd 1500'-within 25 mi	900	95 1.3	All aircraft T-dn C-d C-n A-d A-n	300-1 700-2 700-3 1000-2 1000-3	300-1 700-2 700-3 1000-2 1000-3	0.0 miles...turn left, climb to 2000' on track of 310° within 25 miles of MRY "H". *Procedure turn right for more favorable terrain and to avoid residential area.
	Saratoga VOR Int.	139 46.0	5000							

(11-2-54)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
PINE BLUFF, ARK. Grider Field 205 MH - PBF Procedure No. 1 Amendment No. 2 Effective date: 12/10/54 Supersedes Amdt. 1 dated 10/9/53 Major Changes: Lowers alternate minima; raises missed approach altitude; deletes notes.	Pine Bluff VOR	178 4.5	1500	E side of crs 170 - outbnd 350 - inbnd 1300' - within 10 mi (NA beyond 10 mi)	800	on airport	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-d A-dn	300-1 600-1 800-2	300-1 600-1 800-2 200-0.5 600-1.5 800-2	Within 00 mi turn left and climb to 1500 on crs of 170 from PBF Rbn within 25 mi.
TUSCALOOSA, ALA. Van De Graff Airport 169 BMH - TCL Procedure No. 1 Amendment No. 4 Effective date: 12/10/54 Major Changes: Adds other aircraft. Adds air carrier note. Supersedes Amdt. No. 3 dated 5/15/53	Tuscaloosa BVOR	236 4.5	1400	E side of crs 195 - outbnd 015 - inbnd 1500'-within 10 mi	800	On airport	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2 200-0.5 600-1.5 800-2	Within 00 miles climb to 2000' on crs of 015° within 25 miles. Caution: 620' radio tower 4.5 miles SE airport. 399' radio tower 1.5 miles N airport. 388' building 2 miles SE airport. Air Carrier Note: Sections 26 and 28 of the Operations Specifications not applicable.

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN SIDE OF FINAL APCH CRS. OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
DICKINSON, N. DAK. Municipal Airport 2589 SBMRAZ - DTV - DIK Procedure No. 1 Effective date: 12/17/54 Amend. No. 4 Supersedes No. 3 dated 5/26/54 Major Changes: Items 4, 5, 6 and 11 revised due to tower 2966' MSL 4 miles NE of VOR. Minor Changes: Item 3 - Air Carrier Note added regarding runway lights.	Dickinson VOR	189 2.3	4000	W side of N crs 348 - outbnd 168 - inbnd 4000' - within 15 mi	3500	168 2.1	2 engine or less T-dn C-d C-n A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-1 500-1.5 800-2	300-1 600-1 600-1.5 800-2 300-1 600-1.5 8002	Within 2.1 miles...climb to 4000' on south course within 20 miles. Caution: KDIX radio tower 4.5 miles north DIK range elevation 2751' MSL. Police tower 2966' MSL 4 miles NE of VOR. Air Carrier Notes: Night take-offs and landings authorized NW/SE Runway only.
RAPID CITY, S. DAK. Rapid City Airport 3172 SBRAZ-DTV- RAP Procedure No. 1 Effective date: 12/17/54 Amendment No. 7 Supersedes No. 6 dated: 7/1/54 Major Changes: Distance in Item 3 corrected. Procedure turn changed from north to south side. Missed approach raised from 5000' and rerouted away from Ellsworth AFB	RAP VOR	147 8.2	5500	S side E crs 075 - outbnd 255 - inbnd 4400' - within 15 mi Procedure turn non-standard to avoid Air Force jet traffic.	3900	104 1.9	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1.5 800-2 200-0.5 700-1.5 800-2	Within 0.0 miles, climb to 5500' on S crs within 25 miles. *Airport located between point of completion of procedure turn and RAP LFR. Aircraft larger than 2 engine or less, 75 MPH or less, restricted to NW/SE Runway.
WICHITA FALLS, TEX. Sheppard AFB 1929 LFR-ICH Procedure No. 1 Amendment No. 12 Dated: 3/18/52 Major Changes: Superseded by Special Procedure (not published)	PROCEDURE CANCELLED effective date: 11/19/54									

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

MILWAUKEE, WISC.-Gen. Mitchell Fld.- GCA Procedure #1. Correct AirGuide Vol. 9, #16(10-19-54) columns 8 & 9, under "2-engine or less" to read "C-dn 600-1 600-1" instead of "C-dn 600-1 600-1.5"

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

SPECIAL NOTICE

VOR RECEIVER CHECK POINTS: To the list on page 20 in AIR GUIDE (Vol. 9 #16) dated 10/19/54 add the following: AIRBORNE: Hutchinson, Kans. GROUND: Daytona Beach, Fla.; Tampa, Fla., (Int'l); Travis Fld. (Savannah VOR), Ga.; and Binghampton (Broome Co. Arpt), N.Y. SPACE LIMITATIONS PROHIBIT CARRYING FULL LIST THIS ISSUE, WILL APPEAR NEXT ISSUE

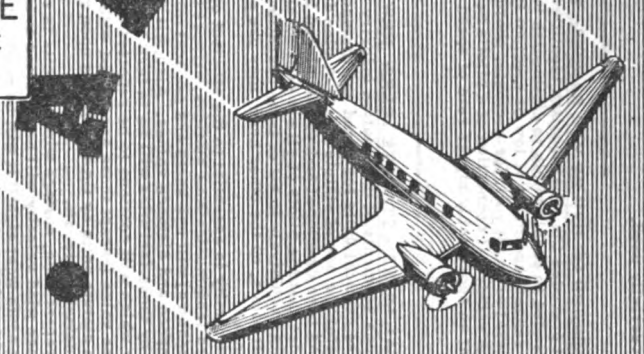
OHIO STATE
DEC 4 - 1954

SPECIAL NOTICE
Temporary Airspace Reservations For Atlantic Fleet Exercises. p 3

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 3

SPECIAL NOTICE
New ADIZ Chart See page 23

AIRMAN'S GUIDE



SPECIAL NOTICE
IFR FLIGHTS ABOVE 29,000'. See page 3

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 19

SPECIAL NOTICE
CAR 60 Change Affects Vertical Clearance Over Clouds. Page 3

NOTICES TO AIRMEN Page 2

VOL. 9, NO. 18 . . NOVEMBER 16, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D. C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerour air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciably higher rate of speed than the location identifier.

NAUTICAL MILES - STATUTE MILES: NEW DIMENSIONAL UNIT PROCEDURES: Among the various segments of the aviation industry there are many users of the airspace who desire to use nautical units for speed and distance measurements in their operations while others prefer the use of statute units. A plan designed to best serve the interests of all concerned has been developed and will be placed in effect on October 1, 1954. The plan generally provides that the pilots of all air carrier aircraft and all military aircraft shall use nautical units exclusively in all of their operations whether IFR or VFR. Private and business aircraft pilots, on the other hand, may use either nautical or statute units according to their preference.

Since uniformity is essential to the efficient operation of the Federal Airways System, all CAA facilities (communications stations, airport traffic control towers and air route traffic control centers) will use knots and nautical miles as the standard for all internal operations involving speed and distance values. Also, all normal radio transmissions of speed and distance values by these facilities will be in terms of knots and nautical miles with the exception of visibility which will continue to be reported and transmitted in statute miles. Any speed or distance value (except those associated with radar traffic control) will be converted from nautical to statute units by CAA facilities upon receipt of specific requests from pilots of private and business aircraft.

At the present time, surface wind velocity is reported in miles per hour. Beginning October 1, surface wind velocity will be reported in knots. Hence, when surface wind is reported as "west south west eight" it will be eight knots rather than eight miles per hour. This change need be of no great concern to the pilot, however, since, until a velocity of thirty miles per hour or more is reached, the difference between miles per hour and knots is so slight as to be insignificant for all practical purposes. In any case, if the pilot of a private or business aircraft wants the wind velocity in miles per hour, the CAA facility will convert it upon request.

When filing IFR flight plans and conducting IFR flight, distance and speed information submitted to CAA facilities by all pilots should, if possible, be in nautical units since the ground system will operate on the basis of nautical units. If statute units are used by the private or business aircraft pilot, they should be identified as such in each case; i.e., "airspeed 110 miles per hour". The CAA facility will then convert the value to knots for internal use.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953 (11-16-54)

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CAR 60 CHANGE AFFECTS VERTICAL CLEARANCE OVER CLOUDS: Effective November 10, 1954, paragraph 60.30 of CAR 60 has been revised to require 1,000 feet vertical clearance over clouds, instead of the 500 feet now required. Pilots filing IFR flight plans for on-top operation should specify "1000 on-top". Air traffic clearance phraseology will also be revised to specify "at least 1000 on-top" when clearing flights to operate on-top. There is no change in the cloud clearance requirement for flight below clouds.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and Los Angeles (International) airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

AIRSPACE WARNING AREA DEFINITION: "An Airspace Warning Area is an area located more than three nautical miles beyond the shoreline of the United States (including its territories and possessions and territorial waters) in which an invisible hazard to aircraft in flight exists. It, normally, is shown on aeronautical charts and published in NOTAMS and ATANS." All pilots are reminded and cautioned that the activities conducted in Danger Areas and Airspace Warning Areas are identical. This information is issued by the Airspace Subcommittee of the Air Coordinating Committee to point out the risks being run by pilots when their aircraft transgress Airspace Warning Areas.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS - The following abbreviations have been adopted for use in the Airman's Guide: "n miles" or "n mi" for nautical miles; "s miles" or " s mi" for statute miles.

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

IFR FLIGHTS ABOVE TWENTY-NINE THOUSAND FEET: Effective November 1, 1954, the odd-thousand foot altitude levels will be used for IFR flights above 29,000 feet unless prior coordination has been effected with air traffic control. This method of altitude assignment, adopted in conjunction with the military request for two thousand feet altitude separation for all flights at or above 30,000 feet, is designed to permit a more orderly and expeditious flow of air traffic within the airspace affected.

TEMPORARY AIRSPACE RESERVATIONS FOR ATLANTIC FLEET EXERCISES:
The following temporary airspace reservations will be established as follows:

(1) 140001Z November to 192400Z November. From 39N 73W along the inner boundaries of the New York and Miami OAC to 28N 78W to 28N 65W to 39N 65W to origin. Sea level to 6,000 ft and 23,000 to 40,000 ft excluding that area within a 100 nautical mile radius of Bermuda.

(2) Special Notice exercise area within 100 nautical mile radius of 34-31-50N, 77-20W exclusive of airways and the area west of Civil Airway Amber 9 140401Z to 210400Z November. Bogue Sound-Onslow Beach with air intercept simulated bombing and strafing from sea level to 35,000 feet. Hazardous to non-participating aircraft.

(3) Special Notice exercise area 140001Z November to 190500Z November. Air intercept, simulated bombing and strafing from sea level to 35,000 feet within the following area: From 32N 71W to 36-30N 74-30W to 34-20N 77-20W to 32-30N 78W to 29N 74W to origin. Hazardous to non-participating aircraft.

(4) From 100501Z to 190500Z November; 200401Z to 210400Z November. From a point on the east coast of North Carolina at 36-20N to 36-20N , 74-17W to 37-40N, 74-17W thence west to coast line and along the coast to the point of origin. Sea level to 5,000 feet inclusive.

(5) From 190500Z to 210500Z November. From a point 41N 70W to 40N 70W to 40N 72W to southern boundary control area extension 1169 thence along that boundary to 41-08N 70-24W thence to point of origin. Sea level to 4,000 feet.

LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

CNI	Chena Intersection, Alaska, Radiobeacon (Change from CJR REP)
CYN	Coyle, N. J., VOR (Assignment)
FAL	Falmouth, Mass., Radiobeacon (Assignment)
GUF	Guam, Marianas Islands, Barrigada Radiobeacon (Assignment)
NFS	Tillamook Bay, Oregon, Lifeboat Station (Change from Coastway #1)
SMX	Santa Maria, Calif., Public Airport (Name Change)
TOY	Troy, Ill., VOR (Assignment)

AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: The following amendment will be effective November 21, 1954:

(1) The ATLANTA-JACKSONVILLE CONTROL AND FLIGHT ADVISORY BOUNDARIES will be established as follows: From the present control boundary 50 statute miles southeast of the Spartanburg LF range station on Blue Civil Airway No. 28 thence direct to latitude 34-07N, longitude 82-15W thence direct to latitude 34-07N, longitude 82-30W thence direct to latitude 32-45N, longitude 82-30W thence direct to the present control area boundary 50 statute miles northwest of Alma LF range station on Amber Civil Airway No. 6.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, Number 17, dated November 2, 1954 as follows:

(1) Page 29, Item (3), to read: Clifford Lake Intersection - intersection Princeton, Maine VOR 200 magnetic radial with St. John, New Brunswick, LFR 099° magnetic on Blue 50.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 24 - under Pennsylvania, change Pittsburgh WB telephone numbers to read: AMherst 4-0310 and SP 1-2855.

(2) Page 24 - under Texas, change Fort Worth WB telephone number to read: ATlas 4-2761, delete TI 2806 and AI - 2301.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, re-designated, re-described, changed or cancelled as indicated:

DESIGNATIONS

(1) BRADFORD (LF) INTSXN- intersection of the Birmingham 355° magnetic and the Anniston 287° magnetic radials.

(2) ROSSVILLE INTSXN - the intersection of the southwest crs of the Chattanooga LF Range and the Chattanooga 280° magnetic radial.

(3) PHANTOM HILL INTSXN - the intersection of the North course of the Abilene LF Range and the Abilene 043° radial.

(4) FRIENDSWOOD (LF) INTSXN - the intersection southeast course of the Houston LF range and the 039° magnetic bearing from Pearland radiobeacon.

(5) BELTON INTERSECTION (LF) - the intersection southwest course of the Waco LF range and the 105° magnetic bearing from Gray AFB radiobeacon.

(6) HASLET INTERSECTION - the intersection of the North course of the Ft. Worth LF range and the 255° magnetic bearing from the Haslet radiobeacon.

(7) LA PORTE (VOR) INTSXN- Houston 066° magnetic and Galveston 341° magnetic radial.

(8) SWEETWATER (VOR) INTSXN - Knoxville 249° magnetic and Chattanooga 031°magnetic radials.

(9) SYLACAUGA (VOR INTSXN - the Birmingham 135° magnetic and the Montgomery 355° magnetic radials.

(10) STERRETT(VOR) INTSXN- Birmingham 135° magnetic and Anniston 250° magnetic radials.

(11) CALERA (VOR) INTSXN - Anniston 230° magnetic and Birmingham 178° magnetic radials.

(12) MADISONVILLE (VOR) INTSXN - New Orleans 355° magnetic and Baton Rouge 085° magnetic radials.

(13) ASHER (VOR) INTSXN - Ardmore 002° magnetic and Oklahoma City 110° magnetic radials.

(14) ALVIN (VOR) INTSXN - Houston 169° magnetic and Galveston 268° magnetic radials.

(15) LEAKSVILLE (VOR) INTSXN - Greensboro 023° magnetic and Danville 255° magnetic radials.

(16) SOUTH BAY (VOR) INTSXN - South course of Tampla Localizer and the Tampa 132° magnetic radial.

(17) PARISH (VOR) INTSXN - The Tampa 132° magnetic and the Lakeland 210° magnetic radials.

(18) ARCADIA (VOR) INTSXN - The Tampa 132° magnetic and Ft. Myers 354° magnetic radials.

(19) LA BELLE (VOR) INTSXN - Miami 313° magnetic and Ft. Myers 042° magnetic radials. Also, Tampa 132° magnetic and Lakeland 158° magnetic radials.

(20) SEMINOLE (VOR) INTSXN - Miami 313° magnetic and Ft. Myers 090° magnetic radials.

(21) BRYCEVILLE (VOR) INTSXN- Jacksonville 272° magnetic and Brunswick 210° magnetic radials.

(22) WHITWELL (VOR) INTSXN - Chattanooga 312° magnetic and Crossville 205° magnetic radials.

(23) HAMILTON (VOR) INTSXN - Columbus, Ga., 018° magnetic and La Grange 115° magnetic radials.

(24) SPRINGVILLE (VOR) INTSXN - Birmingham 041° magnetic and Anniston 307° magnetic radials.

(25) MORGANZA (VOR) INTSXN - Baton Rouge 300° magnetic and Lafayette 020° magnetic radials.

(26) CREOLE (VOR) INTSXN - the southeast Baton Rouge localizer course (126° magnetic and the Baton Rouge 090° magnetic radial.

(27) RED OAK (VOR) INTSXN - Dallas 169° magnetic radial and southeast Amon Carter localizer course (129° magnetic radial.

(28) LAKE TYLER (VOR) INTSXN - Southeast localizer course 126° magnetic and Longview 248° magnetic radial.

(29) EDGEWOOD (VOR) INTSXN - Dallas 097° magnetic radial and northwest course Tyler ILS localizer course (306° magnetic).

(30) EDGEWOOD (LF) INTSXN- the intersection of the east course of the Dallas LF range and the northwest course of the Tyler localizer (306°magnetic.)

(31) LATROBE (VOR) INTSXN - the intersection Morgantown, West Virginia, VOR 026° magnetic radial with Pittsburgh, Pennsylvania, VOR en route radial to Johnstown VOR.

(32) KINGWOOD (VOR) INTSXN - the intersection Pittsburgh, Pa., VOR en route radial to Martinsburg, W. Va., with Johnstown VOR en route radial to Morgantown VOR.

(33) CLEARVILLE (VOR) INTSXN - intersection Johnstown VOR en route radial to Martinsburg VOR with Altoona, Pennsylvania, LFR southwest course.

(34) MCINTYRE INTSXN - intersection Johnstown VOR 296° magnetic radial with Pittsburgh VOR en route radial on Victor 58.

(35) NEVADA, MO. INTSXN - the intersection of the 170° magnetic radial from Butler, Mo., VOR and the 294° magnetic radial from the Springfield, Mo., VOR.

(36) MITCHELL'S BAY INTSXN - the intersection of the southeast course of Selfridge, Michigan, L/MF radio range and the northeast course of the Windsor, Ontario L/MF radio range.

REDESCRIBE:

(1) ARCOLA VOR INTSXN - intersection to be defined by the Houston 217° magnetic and the Galveston 283° magnetic radials. The Galveston VOR has recently been relocated, and the 283° magnetic radial should be shown on the chart as defining this VHF intersection.

(2) COVE (VHF) INTSXN - intersection of Greensboro 334° and Danville 255° magnetic radials.

(3) HOMO (VHF) INTSXN - intersection of Tampa 011° magnetic and Lakeland 329° magnetic radials.

(4) MARVYN INTSXN - Columbus, Ga., 253° and La Grange 180° magnetic radials.

(5) CYPRESS (VHF) INTSXN - W. Palm Beach 218° magnetic and Miami 313° magnetic radials.

(6) MONUMENT (VHF) INTSXN - Define as Galveston 338° magnetic radial, intersecting Houston 035° magnetic radial and the Northeast course of Houston localizer.

(7) NARROWS INTSXN - intersection of Anniston 250° magnetic and Birmingham 178° magnetic radials.

CHANGE

(1) FOWLER INTERSECTION- Name changed to read: MOSQUITO INTERSECTION - intersection Youngstown ILS northwest course with Youngstown LFR west course.

CANCEL

(1) ALVORD INTSXN.

(2) INDIANHEAD INTSXN - replaced by Kingwood Intsxn.

(3) DRESDEN (INT), ONTARIO

(4) OXFORD (INT), MICHIGAN

The following on-request reporting points are cancelled effective concurrently with decommissioning of Detroit VOR.

(1) PINS INTSXN (2) PERCH INTSXN (3) SOUTH BASS INTSXN

NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) FAIR PARK INTERSECTION - direction from holding point - SE on the SE localizer course. Inbound crs to fix 307°magnetic; direction of turn-LEFT; time- one-minute, Mimimum altitude 2000 feet.

(2) THOMAS INTERSECTION - direction from holding point - SE on the southeast course of the Winston-Salem LF range. Inbound course to fix 328°magnetic; direction of turn - LEFT; time- two-minutes; minimum altitude 2300 feet.

(3) COVE INTERSECTION - direction from holding point - Northwest on the northwest course of Greensboro. Inbound course to fix 148° magnetic- direction of turn-RIGHT; time-one minute; minimum altitude 4000 feet.

(4) REID INTERSECTION - direction northwest on the northeast course of Greensboro. Inbound course to fix 237° magnetic; direction of turn- RIGHT; time- one minute; minimum altitude 2300 feet.

(5) REID INTERSECTION (VHF) - direction from holding point - northeast on the Greensboro 055° magnetic radial. Inbound course to fix 235° magnetic; direction of turn- RIGHT; time- one minute, minimum altitude 3500 feet.

(6) GREENSBORO ILS OUTER COMPASS LOCATOR - direction from holding point- northwest on the northwest course of ILS (318°). Inbound course to fix 138° magnetic, direction of turn - LEFT, time - one-minute; minimum altitude 2300 feet.

(7) SPARTANBURG LF RANGE - direction from holding point - southwest on the southwest course. Inbound course to fix 058° magnetic; direction of turn - RIGHT; time - one minute; minimum altitude 2000 feet.

(8) BRADFORD INTERSECTION - direction from holding point - north on the Birmingham 355° magnetic radial. Inbound course to fix 175° magnetic; direction of turn - RIGHT - time-one minute; minimum altitude 2500 feet.

(9) NARROWS INTERSECTION - direction from holding point- south on the Birmingham 178° magnetic radial. Inbound course to fix 358° magnetic; direction of turn - RIGHT; time-one-minute; minimum altitude 2700 feet.

(10) ARDMORE INTERSECTION - direction from holding point- north of intersection on Philadelphia LFR north course, west side; direction of turn - RIGHT; time- one-minute.

(11) PORT DEPOSIT INTERSECTION - direction from holding point - SW of intersection on Baltimore VOR 052° radial, SE side, direction of turn-RIGHT; time - one minute.

(12) GREENVILLE, S.C., ILS Outer Compass Locator- direction from holding point- S on S crs of ILS localizer. Inbound crs to fix 002° magnetic; direction of turn- RIGHT; time-one-minute; minimum altitude 2000 feet.

(13) GREENVILLE, S.C., LFR- direction from holding point-S on S crs. Inbound crs to fix 002° magnetic; direction of turn-RIGHT; Time- one minute; minimum altitude 2500 feet.

(14) GREENVILLE, S.C., LF Radio Range- direction from holding point- N on the N crs. Inbound crs to fix 182° magnetic; direction of turn-RIGHT; time-one minute; minimum altitude 4000 feet.

(15) CHARLOTTE, N.C., ILS Outer Compass Locator- direction from holding point- SW on the SE crs of ILS localizer. Inbound crs to fix 050° magnetic; turn- RIGHT; time- one minute; minimum altitude 2200 feet.

(16) TRI-CITY ILS Outer Compass Locator- direction from holding point- E on theE crs of ILS localizer. Inbound crs to fix 270° magnetic; direction of turn- RIGHT; time-one minute; minimum altitude 5500 feet.

(17) BEAUMONT, TEXAS VOR- direction from holding point- W on 241° magnetic radial. Inbound course to fix 061° magnetic; direction of turn - LEFT; time- two-minute; minimum altitude 1200 feet.

(18) DUNCANVILLE INTSXN (VHF) direction from holding point- S on Dallas 193° magnetic radial. Inbound crs to fix 013° magnetic; direction of turn- LEFT; time- one minute; minimum altitude 2000 feet.

MINIMUM EN ROUTE IFR ALTITUDES: Effective December 7, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min Alt.
(1) Amber Civil Airway No. 1, is amended to read in part:		
Susitna (Int), Alaska	*Skwentna, Alaska (LFR)	4,200
*7,000' - Minimum crossing altitude at Skwentna (LFR) - W-bound		
(2) Amber Civil Airway No. 5, is amended to read in part:		
St. Louis, Mo. (LFR)	Jerseyville (Int), Ill.	2,000
(3) Red Civil Airway No. 15, is amended to read in part:		
Fallon, Nev. (LFR)	Wadsworth (Int), Nev.	10,000
(4) Red Civil Airway No. 77, is amended to read in part:		
Lynchburg, Va. (LFR)	Sheppards (Int), Va.	3,000
Sheppards (Int), Va.	Morven (Int), Va. (Eastbound)	2,000
	(Westbound)	3,000
Moven (Int), Va.	Richmond, Va. (LFR)	2,000

(11-16-54)

From	To	Min Alt
(5) Blue Civil Airway No. 6, is amended to read in part:		
Wood River (Int), Ill.	Jerseyville (Int), Ill.	2,000
(6) Blue Civil Airway No. 18, is amended to read in part:		
Ridgewood (Int), N.J.	West Point (Int), N.J.	2,500
West Point (Int), N. J.	Poughkeepsie, N. Y. (LFR)	2,600
Poughkeepsie, N. Y. (LFR)	Hyde Park (Int), N. Y.	2,600
Hyde Park (Int), N. Y.	Red Hook (Int), N.Y. (Northbound)	5,000
	(Southbound)	2,600
(7) VOR Civil Airway No. 3, is amended to read in part:		
Miami, Fla. (VOR) Via W alter.	New River (Int), Fla. Via W alter.	1,300
New River (Int), Fla. Via W alter.	*Belle Glade (Int), Fla. Via W alter.	2,000
*Belle Glade (Int), Fla. Via W alter.	Vero Beach, Fla. (VOR) Via W alter.	**3,000
*3,000' - Minimum reception altitude		
**1,300' - Minimum terrain clearance altitude		
(8) VOR Civil Airway No. 8, is amended to read in part:		
Akron, Colo. (VOR) Dir. or S alter.	Imperial, Nebr. (VOR) Dir. or S alter.	5,600
(9) VOR Civil Airway No. 16, is amended to read in part:		
Cochise, Ariz. (VOR)	Animas (Int), N. Mex.	12,000
Animas (Int), N. Mex.	Columbus, N. Mex. (VOR) (Eastbound)	8,600
	(Westbound)	10,000
(10) VOR Civil Airway No. 27, is amended to read in part:		
*San Francisco, Calif. (VOR) Via E alter.	San Bruno (Int), Calif. Via E alter.	3,000
*3,500' - Minimum crossing altitude at San Francisco (VOR) - S bound		
San Bruno (Int), Calif. Via E alter.	Stinson Beach (Int), Calif. Via E alter.	4,000
(11) VOR Civil Airway No. 66 is amended to read in part:		
Douglas, Ariz., (VOR)	Animas (Int), N. Mex.	10,000
Animas (Int), N. Mex.	Columbus, N. Mex. (VOR) (Eastbound)	8,600
	(Westbound)	10,000
(12) VOR Civil Airway No. 67, is amended by adding:		
Waterloo, Iowa (VOR)	Mason City, Iowa (VOR)	2,500
(13) VOR Civil Airway No. 71, is amended by adding:		
Springfield, Mo. (VOR) Via W alter.	*Nevada (Int), Mo. Via W alter.	**3,000
*3,000' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
Nevada (Int), Mo. Via W alter.	Butler, Mo., (VOR) Via W alter.	2,500
(14) VOR Civil Airway No. 92, is amended by adding:		
Mansfield, Ohio (VOR)	Bowerstown (Int), Ohio	1,500
Bowerstown (Int), Ohio	Wheeling, W. Va. (VOR)	2,000
(15) VOR Civil Airway No. 93, is amended by adding:		
Allentown, Pa. (VOR)	Wilkes-Barre-Scranton, Pa. (VOR)	3,500
(16) VOR Civil Airway No. 158, is added to read:		
Alden (Int), Iowa	Waterloo, Iowa (VOR)	*3,000
*2,300' - Minimum terrain clearance altitude		
(17) VOR Civil Airway No. 170, is added to read:		
Erie, Pa. (VOR)	Bradford, Pa. (VOR)	4,000
Bradford, Pa. (VOR)	Selinsgrove, Pa. (VOR)	4,000
Selinsgrove, Pa. (VOR)	Reinholds (Int), Pa.	4,000
Reinholds (Int), Pa.	West Chester, Pa. (VOR)	2,500
(18) VOR Civil Airway No. 161, is amended by adding:		
Des Moines, Iowa (VOR)	Waterloo, Iowa (VOR)	2,700
Waterloo, Iowa (VOR)	Rochester, Minn. (VOR)	2,500

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Glacier Park	Rapid City	WAC 139
Hawaiian Islands	San Francisco	WAC 269
Kootenai	Williston	WAC 305
Miles City	Seattle Local	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Del Rio	11-1-54	Mt. Whitney	11-1-54	San Diego	10-27-54
Los Angeles	10-29-54	Phoenix	11-5-54	San Francisco	11-8-54
WAC 305	11-8-54		WAC 471	11-5-54	
WAC 469	11-1-54		WAC 522	11-1-54	

Instrument Flight Charts

released since October 25, 1954

AL 29	RNG	Augusta State Airport	AL 51	ILS	Bismarck Airport
AL 48	RNG	Billings Airport	AL 222	ILS	Lake Charles AFB
AL 115	RNG	Lowry AFB	AL 269	ILS	Quad City Airport
AL 122	RNG	Dothan Airport	AL 320	ILS	Philadelphia Intn'l Airport
AL 164	RNG	Galveston Airport	AL 330	ILS	Portland Intn'l Airport
AL 202	RNG	Howes Airport	AL 458	ILS	New Castle Co. Airport
AL 259	RNG	Miles City Airport	AL 644	ILS	New Bedford Airport
AL 269	RNG	Quad City Airport	AL 30	ADF	Mueller Airport
AL 270	RNG	Selman Field	AL 51	ADF	Bismarck Airport
AL 299	RNG	Tinker AFB	AL 268	ADF	Brookley AFB
AL 320	RNG	Philadelphia Int'l Airport	AL 269	ADF	Quad City Airport
AL 341	RNG	Randolph AFB	AL 320	ADF	Philadelphia Intn'l Airport
AL 387	RNG	Craig AFB	AL 341	ADF	Randolph AFB
AL 427	RNG	Trinidad Airport	AL 644	ADF	New Bedford Airport
AL 451	RNG	NAS Whidbey Is. (Ault Field)	AL 804	ADF	Friendship Intn'l Airport
AL 452	RNG	NAS Whidbey Isl. (Oak Harbor)	AL 965	ADF	Ontario Intn'l Airport
AL 590	RNG	Idaho Falls Airport	AL 29	VOR	Augusta State Airport
AL 597	RNG	Greater Peoria Airport	AL 305	VOR	Orlando Airport
AL 622	RNG	Pounds Field	AL 656	VOR	Princeton Mun Airport
AL 687	RNG	Rawlins Airport	AL 909	VOR	Sanford Airport
AL 891	RNG	Millville Airport	OP 222		Lake Charles AFB
AL 30	ILS	Mueller Airport	RF/VOR 4, 8		

RF Terminal Area - Norfolk, Oklahoma City, Tulsa, Wichita-Hutchinson
RF-VOR Terminal Area - Kansas City - Topeka, Washington
RF Index
RF Legend
RF U.S. Check List

NEW CHARTS

AL 662 RNG-2	Las Vegas, Nevada	McCarran Field
AL 251 ILS	Medford, Oregon	Medford Airport
AL 1500 ILS	Anchorage, Alaska	Anchorage Intn'l Airport
AL 274 ADF	Montgomery, Alabama	Maxwell AFB
AL 348 VOR	Riverside, California	March AFB
AL 945 VOR	Waterloo, Iowa	Waterloo Airport
RF/VOR 10		

DISCONTINUED CHARTS

AL 143 RNG	Fallon, Nevada (Procedure Cancelled - Navy - 11-3-54)	Fallon ALF

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed-const. (10-25)
**ANDALUSIA MUNICIPAL ARPT: 250' (535'MSL) lgtd rdo twr erected 2 n mi W (270°T) at lat 31-19-12, long. 86-26-48. (11-5)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSW 158°T) at lat 33-29-06 long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)
**CHICKASAW ARPT: Abandoned. (10-1)
EUFAULA-WEEDON ARPT: Material and const equip. on N/S Rnwy. 1200' usable rnwy on either end E/W Rnwy - Caution. (11-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
**MONTGOMERY-DANNELLY FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16)
MONTGOMERY-DANNELLY FLD: Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23) Acft lndg and taking off are cautioned to avoid the Maxwell AFB traffic pattern and control zone. (9-23) Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard Hanger. (10-8)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs - due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 325°-50°, 43 n mi at 10,000', 50°-90°, 43 n mi at 5000'; 90°-180°, 43 n mi at 7000'; 180°-215°, 43 n mi at 4000'; 215°-235°,43n mi at 6000'; 235°-255°, 35 n mi at 6000'; 255°-270°, 43 n mi at 6000'; 270°-325°, 43 n mi at 8000'.
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000', 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.
TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°;26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: FAYETTEVILLE ARPT: Men and equip on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends. (6-10) DME coverage 1900', 43 n mi in all quads.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA-RADIO: Oct 27, ILS shut down until approx Nov 16 - modernization.
ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 5000'; 293°-310°, 26 n mi at 9000', 310°-327°, 35 n mi at 9000'. Nov 8, LF rng INSACS shut down until approx Dec 20. (11-5)
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
CANOGA PARK-RADIO: About Nov 16, H fac ident will be changed to OGA. (11-9)
CORNING ARPT: Closed winter months. (11-11)
CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable. (10-29)
CRESENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
DAGGETT- RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)
FILLMORE-RADIO: DME and VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17) DME shut down. (10-28)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: Fld closed, const. Mrkd. (8-13)
GASQUET ARPT: N side of strip clsd-const.
KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000', 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-15)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT-TOWER: About Nov 15, ASR will be shut down for approx 4 months - modernization. (10-18)
LOS ANGELES INTERNATIONAL ARPT: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)
**MARYSVILLE-CHEIM ARPT: Abandoned. (11-4)
NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Fransisco and Oakland Control Zones or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas. (11-16-54)

CALIFORNIA: OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min inalt

CALIFORNIA: STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.

CALIFORNIA: OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26) ILS LMM unreliable for navigational purposes beyond 5 s mi due interference Oxnard AFB H fac. (11-2)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000';105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000';208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (7-28)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000';225°-265°, 26 n mi at 5000';265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Dec. 15 - modernization and move to new twr. (11-1) FLD: Taxiway 1 paralleling rnwys 10R and 1L clsd. Equip on fld. A hump of 5'' rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20) Effect. Oct. 18, tfc will be operg simultaneously on Victor 107 and Victor 25/27E in vcnty of San Francisco VOR, even though the center line of these arwys is 8.5 s mi apart. The usual dist. rqrd between the center line of two VOR Airways before lateral separation is considered to exist is 10 s mi. However due to the proximity of the Oakland VOR and San Francisco VOR facilities and the quality of the reception from these facilities, a waiver has been granted for this deviation from the 10 s mi requirement. Tfc information will be exchanged between any two aircraft simultaneously operg on Victor 107 and Victor 25/27E when the acft do not have time or altitude separation. In this connection, pilots should note that Victor 107 was recently realigned from Coalinga - San Francisco to Coalinga - Oakland. (10-14)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°- 135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000';30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked;260°-325), 43 n mi at 7000'. (6-28) VOR has occasional interference. Caution advised. (10-11)

CALIFORNIA: STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000' (3-2) USAF UHF/DF trng status only. (6-24)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,5000' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.(5-27)

KREMMLING ARPT: Closed-construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat 40-38-05; long 103-08-15.)9-15)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5°S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)

★WASHINGTON NATIONAL ARPT-TOWER: ASR PPI apchs not authorized. (11-3) FLD: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral.(b) Scheduled MATS. (c)Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21 200' W to S bndry of arpt thence NE along S and terminal apron to ta xiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs. (10-11)

FLORIDA: CROSS CITY ARPT, 58, MEM-TPA: Unlgtd trees penetrate standard appch zone to Rnwy 31 - use caution at ngt. (10-20)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

★FORT LAUDERDALE-BROWARD CO. INTERNATIONAL ARPT-TOWER: Nov. 1, ctl twr cmsnd. Trans: 272 kc; 121.3. Rcvs: 3023.5 kc, 121.3, 121.5, 122.5 mc. Voice call: Fort Lauderdale Tower. Hrs of opern: 0700-2300. Class: C1.

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18) Nov 15, VOR shut down for approx 45 days - modernization and installation of 4 loop antenna array. (11-5)

**HOLLYWOOD ARPT: Abandoned. (10-14)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

**HOMESTEAD ARPT: 125' (133' MSL) lgtd rdo twr erected 2 n mi SW(225°T) at lat. 25-27-30; long. 80-28-45. (10-29)

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)

FLORIDA: JACKSONVILLE-IMESON ARPT-TOWER: ASR will continue to issue distance value in statute mi in connection with radar control. (11-10)

KEY WEST-MEACHAM FLD: All acft with gross weight 8,000 lbs or more, when taking-off on Rnwy 8, make right turn after take-off and pass at least 1.3 n mi S of Boca Chica NAS and conform with their tfc pat in passing. Acft using Rnwy 11 or 21 for take-off may make left turn providing turn is made within 1.3 n mi. Lgt acft may make left turn after take-off from Rnwy 8 within 1.3 n mi. Caution advised due const 600' extension to apch end Rnwy. (10-8)

**LAKELAND-LODWICK ARPT: Rnwy lgts on prior req to 2400 only. (10-13)

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI-RADIO: VOR cmsnd on following arwy and alt change radials 022, 208, 228, 282, 297, 346°. Other radials not flgt-checked. Radials 087° from VOR flgt-checked for let-down purposes to Rnwy 9R. (10-30) VOR and DME coverage 50 n mi at 1500' all azimuths. (11-10)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron: Passenger loading dock now in opern. Cation advised in taxiing. (4-2)

**OCALA-TAYLOR FLD: 35' TV antenna lctd 300' from NW end of Rnwy 11. (10-4)

ORLANDO-RADIO: VOR and DME usable dist 35 n mi at min en route alt. (10-22)

ORLANDO ARPT: Rnwy 28R-10L closed for take-off and lndgs. (8-16)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi. (9-4)

PANAMA CITY-FANNIN ARPT: 64' lgtd bcn twr S side of fld at lat 30-12-24, long. 85-41-00. (11-9)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144,146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

**PENSACOLA ARPT: 115' (121'MSL) lgtd rdo twr erected 16 n mi SW (233°T) at lat. 30-19-42; Long. 87-25-36. (11-3) 115' (127'msl) lgtd rdo twr erected 11 n mi ESE (115°T) at Lat 30-23-40; Long. 86-59-40. (11-3)

ST. AUGUSTINE ARPT: Airport closed except Rnwy 6-24 for emergency operation. (10-1)

ST. PETERSBURG-WHITTED/CGAS ARPT: Construction S of Airport. (6-16)

TALAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)

TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (10-28)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

TAMPA INTERNATIONAL ARPT-TOWER: ILS glide slope inoperative until approximately November 18. (11-11)

TAMPA RADAR APPROACH CONTROL CENTER-TOWER: About Nov. 17, surveillance radar will be shut down for approx 6 days - modernization. (11-9)

VERO BEACH-RADIO: VOR and DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' all azimuths. (11-12)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 150' twr lctd 3.5 n mi NNE (22°T) at lat. 26-38-24; Long. 80-03-42 dismantled. (11-3) 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12) All rnwy lgts inop. (10-30)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)

ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt aircarrier operns. (10-18)

ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

★ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn. Nov 12, class of VOR changed to BVOR.

ATLANTA ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (10-19) FLD: Rnwy 33R/15L open to single eng lgt acft (150 hp or less). Rnwy hard surface 75 x 3000'. (11-10)

GEORGIA: **ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius. (2-3)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-18)

DUBLIN ARPT: Bcn and rnwy lgts inoperative. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

MACON-COCHRAN FLD: Aprt bcn inop. (11-4)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor facility during such use. (6-24)

SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)

★SAVANNAH-TRAVIS FLD-TOWER: ILS glide slope antenna lctd 1200' E and 400' S of centerline of Rnwy 9. Elev of site: 28'. Glide slope angle 2.68°. Elev over OM 1450'; over MM 237'. (10-20)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

★IDAHO: BOISE AIR TERMINAL-TOWER: Nov 6, ILS flgt-checked, operns normal. Glide path angle 2.54°. Elev of glide path above OM 3900'; above MM 3055'. MM lctd at lat 43-34-27, long. 116-15-07. OM lctd at lat 43-35-50, long. 117-19-00. (11-6) Nov 9, UHF/DF cmsnd. Freqs: 225-400 mc req. Lctd at lat 43-34-00, long. 116-13-00. NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)

BURLEY ARPT: Lgtd pile driver with top 65 ft above water operg in Snake River in apch land approx 800' from end of Rnwy 24. (10-28)

**FISH LAKE USFS ARPT: Closed until June 1955. (10-4)

MALAD CITY-RADIO: VOR usable dist 0°-20° and 50°-60° 35 n mi at 12,000'. (3-9)

MOUNTAIN HOME ARPT: Bcn and fld lgts inoperative.

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terraih. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)

TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30-Caution. (9-3)

ILLINOIS: **ARLINGTON HEIGHTS-ARLINGTON ARPT: Abandoned. (11-1)

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)

BENTON ARPT: Caution - new N/S Rnwy under const. (10-4)

CENTRALIA ARPT: N/S gravel strip under const-use caution. (1-21)

CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 knots, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 knots and/or gusts above 20 knots, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 knots clsd to all acft. Equip E side of rnwy. (10-13) · 2-way rdo rqrd ngts.

CHICAGO-MIDWAY ARPT-TOWER: TVOR operg on test basis, to be cmsnd about Nov 30. Freq: 116.2 mc. Not to be used for navigation. Disregard spurious radiation. (11-10)

ILLINOIS: CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft in many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable to ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

**DANVILLE ARPT: Abandoned. (10-4)

**DE KALB ARPT: Beacon commissioned. (10-11)

**DIXON ARPT: Longest rnwy & fac: h28, S5, U. Two rnwys. (10-22)

**FREEPORT-HILLCREST ARPT: Abandoned. (10-20)

JACKSONVILLE MUN ARPT: NW/SE rnwy closed, repairs. (11-8)

KEWANEE ARPT: Arpt closed - under const. (10-19)

LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long. 88-08; 12 n mi NNW (340° T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. To be completed Dec 1. (5-27)

**MAHOMET-SANGAMON VALLEY ARPT: Delete from Directory of Airports. (10-12)

MARION AIRPARK: Closed. (7-12)

**MOLINE-QUAD CITY ARPT: Due to non-visibility, twr unable to ctl taxiing tfc on 1000' of W end of taxiway to W end Rnwy 9. (10-21)

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)

**WOOD DALE-MOODY-WOODDALE ARPT: Reinstated. Lctd 1.3 s mi NNE. Elev: 698'. Lat 41-58-45, long. 87-58-15. Type: L. 4 rnwys. Lngst rnwy and fac: 27. Remarks: Acft over 3500 lbs prohibited. Closed week-ends. (10-4)

INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constr extending across the southern edge of Allen County, Ind. in a southeasterly direction from a point in Huntington Co., near the Allen Co. line to the Ohio state line 8.7 n mi SW of Ft. Wayne. Work to be completed Jan 1, 1955. Will not be marked or lighted. (7-6)

AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167° T) at lat 41-20-09, long. 85-03-15. (7-13)

CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)

DYER-TRIANGLE ARPT: E/W Strip clsd - const.

EVANSVILLE-DRESS MEMORIAL ARPT: Five 135' LF rng twrs lctd 4.9 n mi no longer obst lgtd. (7-7) Nov 8 - Nov 22, north 1600' N/S Rnwy 18-36. (11-15)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext not lgtd. (6-18)

FORT WAYNE-SMITH FLD: Caution - const all rnwys. Clsd ngts. (6-30)

GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748' MSL) lgtd smoke stack. (5-17)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

✱INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Nov 5, trans & rcvrs 120.1, 119.3 and 125.3 mcs cmsnd. (11-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)

**INDIANAPOLIS-SHANK ARPT: Unlgtd 20' pole line being constd on E side of road along the E bndry of arpt. (10-20)

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

INDIANA: MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to 5 n mi from stn.

TERRE HAUTE-HULMAN FLD: NE/SW Rnwy closed. NE and SE Taxiway closed from SE approach end to intersection of NE/SW Rnwy. (11-15)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of Rnwy 12.

INDEPENDENCE ARPT: N/S strip closed. (4-9)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in fromt of Admin. Bldg., NE of black hangar and parking area at SE corner of fld. (4-16)

**SIOUX CITY-RICKENBACKER ARPT: 633' (2-46' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68° T) at lat 42-34-27, long. 96-22-11. (7-14)

✱WATERLOO-RADIO: Coordinates corrected to lat 42-33-54, long. 92-23-00. (11-9)

**WATERLOO ARPT: Unicom Stn 122.8 mc discontd. (10-19)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of P-line varying from 12' to 25' above ground and surrounding arpt. (10-13)

AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)

COFFEYVILLE ARPT: Caution - const. Men and equip. on fld. (3-25)

DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2-1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. East 3000' E/W rnwy remain open. (11-5)

GREAT BEND ARPT: 1006' TV twr under const 5.6 n mi NE (46° T) at lat 38-25-54, long. 98-46-24. (9-17) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (9-15)

HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd until approx Nov 15.

KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)

OTTAWA ARPT: Use turf strips with caution. (11-1)

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)

RUSSELL ARPT: 50' wide black top center strip 36-17 clsd-use sod portion. (6-10)

SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)

SATANTA ARPT: Closed. (3-29)

TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt xcpt in emerg. (8-28)

ULYSSES ARPT: All strip lgts inop. (4-29)

*WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328° T) at lat 37-46-54, long. 97-31-10. (10-18)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna Fld. Call McConnel twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext. 351. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Transmit: 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
COVINGTON-RADIO: About Nov 29, VOR freq will be changed to 115.4 mc. (11-3)
DANVILLE-GOODALL FLD: All lndg area clsd-const. Temp 1700' N/S strip in use lctd W of closed N/S strip. (10-9)
**DAVID-PERMEL ARPT: Abandoned. (10-14)
EMINENCE-GILTNER FLD: Effect. Mar 1, 1955, fld will be abandoned. (10-26)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
YORK-RADIO: About Dec 1, VOR will be cmsnd. Freq: 116.0 mc. Ident: YRK. Lctd at lat 38-38 40, long. 82-58-41. Bear. & dist to Raven Rock Arpt: 321°, 8.0 n mi. Variation: 1°W. Monitoring category (1). Monitored from Huntington, W. Va. INSACS. Elev: 1060'. Class: VORW. (11-10)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692'MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)
**BATON ROUGE-EAST BATON ROUGE PARISH ARPT: Bcn & bndry lgts prior req only.
BATON ROUGE-RYAN ARPT: Rnwy 13-31 unlgtd. S taxiway between Rnwys 35-31 closed.
★BELLE CHASSE-RADIO: H fac, BCS on freq 269 kc lctd at Alvin Callender Arpt. (11-2)
**BOSSIER CITY-RAINBOW ARPT: (Formerly carried as Shirley Arpt). NW/SE Strip perm. closed. (10-30)
HAMMOND ARPT: Beacon inop. (5-25)
★LAKE CHARLES AFB-RADIO: USAF H fac class changed to HW. Dist to 12.9 n mi. (11-5)
**MINDEN ARPT: Abandoned. (1.5 s mi W). (10-18)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)
SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
WELSH ARPT: E/W rnwy closed - repairs. (9-28)
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
LIMESTONE AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. (5-20) USAF VOR unreliable below 3500' at 50 n mi. (4-15)
MILLINOCKET ARPT: Caution-apron hazardous-broken pavement, patches. (9-8)
PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR Radials usable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt. All courses within tolerance.
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
★BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)
MARYLAND: Nov 9, VOR auto voice ident. cmsnd. (11-9)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W taxiway and rnwy 10.
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 35-°-15) at 3000'. (9-22)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S.11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 50 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from Rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) First 1090' Rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29)
BOSTON-NORWOOD MEMORIAL ARPT: NNW/SSE Rnwy clsd. (10-25)
BOSTON-REVERE ARPT: Lgtd 40' boom-working end Rnwys 13 and 15. (7-23)
EASTON-AMES FLD: Equip. on fld. (8-13)
**MARSHFIELD ARPT: Lngst rnwy & facs: 23-S1-U. (10-6)
**METHUEN-MERRIMACK VALLEY SKYPORT: Unicom 122.8 mc avail. (10-6)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)
★NEW BEDFORD ARPT-TOWER: Effect. Oct 31, twr hrs of opern: 0630-2330. (11-3) FLD: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side Rnwy 14-32 inop. (6-28)
**ORLEANS ARPT: New arpt. Type:P. Lctd 1.1 s mi W. Elev:25'. One rnwy 1500', 80 oct.
MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
**BARRYTON ARPT: 200' (1380'MSL) lgtd microwave twr erected 5.5 n mi (300°T) at lat 43-47-33; long 85-14-44. (11-3)
BATTLE CREEK-KELLOGG FLD: Men and equip on fld-days. (10-13)
**BELDING ARPT: 200' (1005'MSL) lgtd microwave twr erected 2 n mi E (102°T) at lat 43-05-17; long. 85-13-26. (11-5)
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**CADILLAC ARPT: 1202' (2988'MSL) lgtd twr erected 8.2 n mi SSE (153°T) at lat 44-08-12; long. 85-20-33. (11-4)
DETROIT-RADIO: DME coverage 260°-290° 35 n mi at min en route alt. (6-11)
**DETEROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59; long. 83-12-20 (7-23) Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and Eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETOIRT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9 L. Equip on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)
GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const - clsd. (11-14)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-49. (7-18)

(11-16-54)

MICHIGAN: **LAKEVIEW ARPT: 200' (1147' MSL) lgtd microwave twr erected 1 n mi SE (140° T) at lat 43-26-07; long 85-14-04. (11-5)
LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)
VOR has counterclockwise errors up to 1.3° in excess of tolerance between azimuth angle 46°-86° and between 128°-168°. (11-1)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**LORETTO-NORWAY TOWNSHIP ARPT: Abandoned. (9-28)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs.gross wt. (8-27)
**MUSKEGON-NORTHSIDE ARPT: Closed. (9-28)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)
★ SAGINAW-RADIO: Nov. 15, ident changed to MBS.
★ SALEM-RADIO: Nov. 12, VOR cmsnd. Freq: 116.9 mc. Monitoring category (1). Class: VORW.
TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)
BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. Not to be used for navigational purposes. (10-25)
BRAINERD ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. Not to be used for navigational purposes. (10-25)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.(7-8)
EVELETH-VIRGINIA ARPT-TOWER: Oct 11, Stated owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. Not to be used for navigational purposes. (10-25)
INTERNATIONAL FALLS ARPT-TOWER: Oct 11m State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. Not to be used for navigation. (10-25)
LITTLE FALLS ARPT: Closed. (9-10)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation. (10-25)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes NW/SE Rnwy clsd for repairs. (4-28)
MERIDIAN-RADIO: VOR usable only along arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
**WALLS-SANDERS ARPT: Abandoned. (11-5)
MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
MISSOURI: ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat 38-41-28; long 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long 94-30-57. (7-9)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)
**ST. LOUIS-LAMBERT FLD: 679' TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09 (7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable Grass area clsd. Const on fld - mrkd. Use rnwys and taxi strip only (8-27)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000' (6-16)
BUTTE-RADIO: VOR and DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500', 157°-164°, 35 n mi at 11,000'; 164°-176°, 36 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
**LAUREL ARPT: (New): Type P. Lat.45-41; long. 108-46. Lctn: 2 s mi N. Elev: 3500. No. of rnwys: 3. Lngst rnwy & facs: 26-S1. Fuel: F1. Remarks: Use rnwys. P-line SE.
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
**LIVINGSTON ARPT: Closed. (10-22)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end appch ENE/WSW Strip. (8-13)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)
** POLSON ARPT: No fuel, servicing or attendant. (10-4)
ST. IGNATIUS ARPT: Rnwy lgts inop July 1955. (10-4)

MONTANA: WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000'; 27°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed.(6-12)

BEATRICE ARPT: E/W Strip open days only for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnyws. (8-28)

GRAND ISLAND ARPT: Caution - men, equip on Rnwy 12-30, daylgt hrs until approx Dec. 1. Caution-const approx 1000' N of S end and along W edge of ramp-mrkd. (10-26)

HASTINGS ARPT: Extreme caution,shoulders ruf-soft when wet.Use rnwys,strips. (9-13)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

**MINDEN ARPT: 24" clear and green beacon and rnwy lgts cmsnd. (11-6)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on first apch leg and first 2000' of Rnwy 17L, base and final apch legs and first 2500' of Rnwys 14L-14R, parking ramp and taxiways N of Admin. Bldg.-tower under const.(6-11)

**ORLEANS-OTT ARPT: Delete from Directory of Airports. (10-25)

PENDER-LAMPE'S ARPT: Caution-strip narrow. Attended Sundays only.

**RAVENNA ARPT: Abandoned. (9-28)

SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionnally on rnwys and taxiways. (9-29)

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

ELKO ARPT: Rnwy 12-30 closed-construction.(7-30)

ELY ARPT: Const. on apron. (9-2)

LAS VEGAS: Caution in Control Zone Area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFS-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 12,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000';350°-45°,35 n mi at 12,000'.

RENO ARPT: Rnwy 16-34 clsd-const - acft parked on S 3000'. (9-2)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°,30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'.(5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

★MANCHESTER-GRENIER AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 126.18 mc. Call: Homer. (11-12)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy.(5-1)

NASHUA-GATE CITY ARPT: Closed-construction.(4-14)

NEW JERSEY: ★ATLANTIC CITY NAS-RADIO: Navy LF rng trans & rcvr 132.2, 236.2 and 236.2 mc. Rcvr 122.5 mc. (11-4)

CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends.(4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces.(11-8) Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts.-mrkd. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark.(4-1)

**NEW BRUNSWICK-NORTH BRUNSWICK ARPT: Maintain 300' alt over hwy in lndg Rnwy 14 and Rnwy 32.(10-14)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the West.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) About Nov 15, apch lgt land will be shut down until approx Dec 15. (10-12) 100' boom lctd approx 2000' N of NE end of Rnwy 24.-lowered ngts and IFR weather.(11-12)

★TRENTON-MERCER COUNTY ARPT-TOWER: Nov 8, trans & rcvr 119.3 mc cmsnd. Trans & rcvr 121.3 mc discontd. (11-12) FLD: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before excuting any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod.(9-30)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution-lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5000' of rnwy may be avail for lndg. (9-3) Rnwy 8-26 closed until Feb 15,1955; Rnwy 17-35 closed until Dec 15, '54.(9-14) Restricted to acft on OFL BUS ONLY until Feb 15,1955.(9-27)

CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req. (11-10)

COLUMBUS-RADIO: DME coverage 216°-thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.(5-22)

**COLUMBUS ARPT SITE 34,PHX-ELP: No fuel available. (10-11)

FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE.(9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only.(5-7)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Fld lgts inop.(8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat 32-57-28; long. 103-21-13.(9-17)

OTTO-RADIO: VOR radials usable 26 n mi. (12-1)

(11-16-54)

NEW MEXICO: ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance.
ROSWELL-RADIO: VOR courses 100°-240° has moderate to severe scalloping, increasing from stn to max usable dist. (10-28)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'. VOR has moderate scalloping SW quad.
NEW YORK: rrBINGHAMTON-RADIO: Nov 8, H fac cmsnd. Freq: 317 kc. Ident: BGM. Lctd at lat 42-06-17, long. 75-53-29; 6.9 n mi from apch end Rnwy 34. Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt. (11-10)
★BINGHAMTON-BROOME COUNTY ARPT-TOWER: Nov 4, ILS LOM decmsnd. (11-10)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New Field. Lctd at lat 40-55-09, long. 72-47-46. No. of rnwys: 2. Lngst rnwy & fac: 100-L6. This is an aircraft factory arpt - not open to the public. (9-7)
**CICERO ARPT: NE/SW Strip closed. (8-5)
**DUNKIRK-WERLE ARPT: ESE/WNW Strip closed. (8-23)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light. between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
**MT. MORRIS ARPT: Abandoned. (9-30)
**NEWARK ARPT: Abandoned. (9-30)
★NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°. USAF H fac class changed to HWZ. (11-12)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.
NEW YORK-FLUSHING ARPT: Caution-construction. Paving N/S rnwy-land to W. (6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. Effect. Sept 18, Ramp spot 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect. Sept 20, ramp spot 4, closed. Men and equip. - caution. (9-17) Caution - cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts. (10-14)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of weather. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide path shelter at Marine Term apron. (8-6)
NEW YORK-STATEN ISLAND ARPT: Rnwy 18-36 will be closed every Tuesday from Nov 16 thru Dec 21; also Thursday, Dec 23 and Dec 30. (10-20)
NEW YORK: NEW YORK-STATEN ISLAND ARPT: N/S Rnwy clsd Sat and Sun to 1200. N & NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER ARPT-TOWER: ILS LMM unreliable due to interference indefinitely. (11-13)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxiways. Const on apch to rnwy 2 and intermittently on all landing areas. Sod areas closed. Rnwy 10-28 closed; Rnwy 2-20 clsd S of E/ W intersection. N/S taxistrip leading from midfield to Rnwy 2 closed. (9-13)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95° T) at lat 43-57-16, long. 75-43-45 - completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
**WESTPORT ARPT: NE/SW Strip closed. (8-11)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from ctl tower. (2-1)
NORTH CAROLINA: **BEAUFORT-MOREHEAD CITY ARPT: 152' (157' MSL) lgtd rdo twr erected 1 n mi SE (150° T) at lat 34-42-50, long. 76-38-51. (10-30)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin bldg not attended. Watch old twr for light signals. (6-8)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution-land on SE 50' of NE/SW strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked. Oct 5, VOR and DME shut down until approx Dec 5 - modernization. (10-5)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177° T) at lat 35-34-15, long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (10-11)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)
★WILMINGTON-RADIO: Nov 4, VAR perm decmsnd, concurrently VOR cmsnd at lat 34-21-03, long. 77-52-27. Freq: 113.6 mc. Monitoring category (1). Class: BVOR. VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt.
★WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: Nov 3, ILS lclzr flgt-checked and cmsnd. Freq: 110.3 mc. Glide slope operg on test basis only. (11-10)

NORTH CAROLINA: WILMINGTON-NEW HANOVER COUNTY ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (11-10)

NORTH DAKOTA: ★BISMARCK-RADIO: Nov 15, LF rng freq changed to 338 kc.

BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not operative. (5-21)

FARGO-RADIO: Nov 9, Barnesville, Minn. FM shut down until approx Nov 23 - modernization. (11-9)

FARGO-HECTOR FLD: Men-hvy equip on E and NE portion of arpt-crossing rnwys occasionally. Bndry lgts inop. 165' (1072'MSL) lgtd twr erected 2.1 n mi SSE (155°T) at lat 46-52-54, long. 96-47 16. 195' (1100'MSL) lgtd grain elev erected 2.6 n mi SSW (210°T) at lat 46-52-15, long. 96-50-40. (10-1)

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4 - 5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)

JAMESTOWN ARPT: 1550' MSL grain elevator under const approx 1.1 n mi SSW of SW end NE/SW Rnwy full height to be 1620' MSL within 30 days and will be lgtd. (10-21)

LANGDON ARPT: NW/SE Rnwy clsd, const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)

**VALLEY CITY ARPT: 1086' (2481'MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat 47-05-29; long. 97-51-15. (7-22)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-1)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5) Const area 300' left Rnwy 6, mrkrd day, ngt. (11-9)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245° 310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk. (10 27

**CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed remainder of Season. (10-29)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: DME coverage 150°220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)

DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. (10-15)

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 258°-314° below 3000'; 180°-229° and 121°-173° below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S Rnwy. (10-28)

GENOA-RADIO: About Dec 6, H fac will be perm decmsnd. (10-28)

HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip on fld. (7-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350°-110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)

OHIO: N. RIDGEVILLE-STRAUSS ARPT: Field closed. (5-19)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.(9-27)

TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Jan 5, 1955, LVOR will be decmsnd. (10-29)

TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

TOLEDO-EXPRESS ARPT-TOWER: About Dec 7, ILS LMM and LOM will be cmsnd. LMM freq: 201 kc. Ident: LC. Lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 219 kc. Ident: TL. Lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (11-15)

TROWBRIDGE: Caution Area C-471, described as follows: Bounded on N by a line thru Curtice, Ohio to Reno by the Lake, Ohio, extending from the E bndry of Red 27 to Danger Area D-149, on the NE by Danger Area D-149, on the E by a direct line from the southwest corner of D-149 th ru LaCarne, Ohio on the S by Green 3 and on W by Red 27. Altitude: Surface to 12,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Acrobatic and Tactical Carrier Training. Controlling Agency: NAS Grosse Isle, Mich. (10-8)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Ctn-new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S, completed. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

**ZANESVILLE-BRIGGS ARPT: Abandoned. (10-12)

OKLAHOMA: **ADA ARPT: P-line approx 2700' S will not be lgtd. (9-24)

ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

★ALTUS AFB-RADIO: USAF H fac cmsnd. Freq: 410 kc. Ident: LTS. Lctd at fld. Class: HW. (11-2)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

★MANNSVILLE-RADIO: USAF H fac class changed to MHW. (11-3)

OKLAHOMA CITY RADAR APPROACH CONTROL CENTER-TOWER: Effect. Nov. 15, RAPCON will be cmsnd and will assume ctl of that portion of Ft. Worth ARTC area lying within the following flgt advisory area boundaries: Starting at the Eastern edge of Civil Arwy Amber 4 at a point 65 s mi SW of Tulsa, Okla VOR stn direct to a point crossing Civil Arwy Blue 5; 25 s mi N of Ardmore, Okla H fac direct to a point crossing Civil Arwy Amber 4; 25 s mi N of Ringling, Okla intsxn direct to a point crossing Civil Arwy Blue 6; 50 s mi NE of Wichita Falls, Tex. LF rng stn direct to a point crossing Civil Arwy Victor 14; 25 s mi NE of Hobart, Okla. VOR stn, direct to a point crossing Civil Arwy Red 24; 50 s mi E of Alanreed intsxn direct to a point crossing Civil Arwy Red 59; 50 s mi SE of Gage, Okla LF rng stn, direct to a point crossing Victor Arwy 75 and Civil Arwy Blue 5; 38 s mi N of Oklahoma City, Okla VOR stn, then along the Ft. Worth-Kansas City and Ft. Worth-St. Louis centers boundaries to the point of origin. Concurrently apch ctl will be decmsnd at Will Rogers Twr and responsibilities assumed by Oklahoma City RAPCON. Acft operating in accordance with instr flgt rules will be afforded standard separation minimums as described in ANC/PCAT. Radar vectoring will be for trng purposes only until further advised. Ft. Worth ARTC will continue to coordinate reqs for alt reservations for above area. Rdo freqs avail. for departure, arrival and en route ctl are: Trans & rcvrs: 121.5, 137.88, 120.5, 119.3, 126.18, 136.8, 142.02, 121.1, 243.0, 236.6, 270.6, 275.8, 335.8, 363.8 mc. Rcvs only 3023.5, kc; 122.5 mc. (11-5) PAR trans & rcvs 134.1, 142.02, 225.4, 289.4, 379.4 mcs. (11-10)

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE is completed.(9-2)

OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

**OKMULGEE ARPT: 719' (1704' MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

(11-16-54)

OKLAHOMA: PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

**STIGLER ARPT: New Field. Type: L. Lat. 35-16; Long. 95-06. No. of Rnwys: 2. Lctn: 3.5 s mi E. Lngst rnwy & facs: 20. (10-27)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS Iclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14)

**TULSA ARPT: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25)

TULSA ARPT: Rnwy 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

**TULSA-CHEROKEE ARPT: Abandoned. (10-6)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000', 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)

BEAVER MARSH 73, RIV-DLS ARPT: Fld hazardous - all rnwys clsd - bndry lgts inop.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Nov 20 - modernization. (10-27)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730 - 1615, from gnd up to 2000'. N-lat 45-51-50; E-long 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)

MEDFORD-RADIO: VOR and DME coverage 135°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

rrMEDFORD ARPT-TOWER: VHF/DF steers unreliable in all quads below min en route alt, 40 n mi radius of Medford. (10-20) ILS back course usable. (11-15)

MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. O° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23) About Nov 22, VOR will be shut down for approx 3 weeks - modification. (11-3)

PORTLAND INTERNATIONAL ARPT -TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000', 49°-170° below 7500'. (6-3)

PORTLAND INTERNATIONAL ARPT: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY FLD-TOWER: ILS glide slope inoperative, acct obstructions. (9-2)

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: **ALIQUIPPA-HOPEWELL ARPT: New Field. Type: P. Lat 40-35; Long. 80-17. Lctn: 2 SW Elev: 1150'. No. of rnwys: 2. Lngst rnwy & facs: 20-S5. Fuel: Fl. (4-9)

ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt.(4-29 DME coverage 290°=330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59; long. 75-26-08. (7-8)

ALLENTOWN-BETHLEHEM-EASTON ARPT: Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

PENNSYLVANIA: AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Jan 15, 1955, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long. 79-09-04. Variation: 6°W. Monitoring category (I). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (11-10)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'. 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500' (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)

HAZELTON MUN ARPT: Bcn unlgtd. Rnwy lgts avail. only on request. (11-4)

HAZELTON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: Nov 3, VOR cmsnd. Freq: 113.0 mc. Ident: JST. Lctd at lat 40-19-00, long. 78-50-04. Variation: 6°W. Elev: 2279. MSL. Monitoring category (I). Voice add monitoring from Altoona, Pa. INSACS. Class: BVOR-DTV. Intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Arpt tfc ctl twr re-lctd to new Terminal Bldg., NW side of fld. Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. Artifical lake 0.4 n mi wide; 1.7 n mi long off apch end Rnwy 22, 27 and 30 changes appearance of arpt on apch. Lgtd water twr under const 3200' NE apch end of Rnwy 22; 800' ESE edge Rnwy 22. 30' boom off end Rnwy 12, mrkd days. Hi-intensity rnwy lgts not controllable Rnwy 9 designated calm wind rnwy. (11-12)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-12)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwys 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT-TOWER: Sept 14, ILS Iclzr, glide slope, MM and OM shut down until approx Dec. 15 - rnwy const.

PITTSBURGH-ALLEGHENY COUNTY ARPT: Due to perm non-visibility, twr unable to observe tfc first 500' SW end Rnwy 5-23 or Taxiway to Rnwy 5 and last half mi final apch to Rnwy 5. New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (11-15)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**STATE COLLEGE ARPT: Unicom, 122.8 mc avail. (10-14)

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

✱WILKES-BARRE-SCRANTON-ARPT-TOWER: Nov 4, combined stn/twr cmsnd Arpt tfc call: Wilkes-Barre Twr. En route tfc call Wilkes-Barre Rdo. Apch ctl call:Wilkes-Barre Apch Ctl. Trans and rcv 121.3 mc, local control; 121.9 mc, ground ctl, 121.5 mc, emergency 126.7 and 135.9 mc en route. Also trans 248 kc; 272 kc; 122.2 mc, and 135.0 mc and guards 122.1 mc, 122.5 mc, 255.4 mc and 3023.5 kc. (11-5) FLD: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intersxn rnwy 4-22. (11-4)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S & NW/SE rnwys.

(11-16-54)

PENNSYLVANIA: WILLIAMSPORT-RADIO: About Feb. 1, 1955, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat. 41-20-20, long. 76-46-30. Bear. & dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9°W. Elev. 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class: BVOR. (11-10)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress-open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate, roughness may be noted over mountains NW at min alt. (5-24)

BEAUFORT-COUNTY ARPT: Construction equip. on fld. No crash or communication facs. Not safe to land. (7-30)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd to approx lat. 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat. 32-47-53, long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all ngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920'MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat. 34-16-13, long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully-flgt-checked. (10-9)

**ROCK HILL-RODDEY ARPT: 181' (924'MSL) lgtd rdo twr erected 13 n mi E (92°T) at lat. 34-53-14, long. 80-46-59. (10-29)

SUMTER ARPT: Const started on new school bldg lctd NW corner- not marked. (9-23)

SOUTH DAKOTA: **ABERDEEN-SAUNDERS ARPT: Rnwys rstd to acft 26,000 lbs or less.

EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat. 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**PARKER ARPT: Rnwys narrowed to 90'. (11-2)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

**PIERRE ARPT: Lngst rnwy & facs: h72-BL4, 6, S5-W. (10-11)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF/VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

**SIOUX FALLS ARPT: 167' (1600'MSL) lgtd grain elevator erected 2.2 n mi SW (225°T) at lat. 43-32-45, long. 96-47-15. (6-10)

SISSETON ARPT: Rotating beacon discontinued. (10-8)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt in Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counter clockwise in excess of allowable tolerance. (11-12)

✱BRISTROL-TRI-CITY ARPT-TOWER: ILS glide slope angle cmsnd at 3°. Alt over OM 2740' MM 1750'. No touch down point. Glide slope usable from Emmett H fac to Rnwy 27. (10-8)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NW of midfield intsxn until approx Dec. 18-modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop-modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone.

**CLEVELAND-WATERLEVEL ARPT: Abandoned. (10-12)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE crs. Caution-VOR has occasional momentary courses distrubance in mountainous areas. (5-7)

**KNOXVILLE-ISLAND ARPT: 649' (2049'MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat 36-00-13, long. 83-56-35. (11-4)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. FLD: N/S rnwy clsd ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

✱MEMPHIS ARPT-TOWER: ILS glide slope relctd to 2225' from apch end Rnwy 9 and 350' S of rnwy centerline. Lat. 35-03-26, long. 89-58-42. Glide angle reset to 2.87°. Alt of glide slope over OM 1650'; over MM 540'. (11-12) ASR will continue to issue distance values in statute miles in connection with radar control.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat. 36-16-05, long. 86-47-18. (7-15)

**SEWANEE-UNIVERSITY OF THE SOUTH ARPT: New fld. Type: L. Elev. 1950'. One strip 2800'. (10-26)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

ALVIN ARPT: 1196'(1236'MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat. 29-27-57, long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi. N.

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

✱BEAUMONT-JEFFERSON COUNTY ARPT-TOWER: Apch ctl established at twr. Class: AC(g).

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

BROWNSVILLE-INTERNATIONAL ARPT-TOWER: About Nov. 30, ILS lclzr will be shut down until approx Dec 7-installation of new monitor equip. (11-11)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS-CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only. (11-10)

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Nov. 26. ASR will continue to issue distance values in statute miles in connection with radar ctl.

** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12) Exten const SE end Rnwy 13-31. Rnwy may be clsd short periods. SE end rnwy and SE edges of adj taxiways pavement 2' higher than gnd grade. Const equip. on fld. Two ILS glide slope bldgs lctd 1000 and 2000 ft NW end Rnwy 13; 400' SW of center of rnwy, unlgtd. (6-2) (11-16-54)

TEXAS: DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 n mi. (11-26)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT-TOWER: About Nov 30, ILS lclzr will be shut down until approx Dec 7-installation of new monitor equip. Glide slope will be shut down intermittently durg daylgt hrs for installation and tuneup new equip. FLD: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22, and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs AFB. (3-17) Sept 1, neon apch lgtg Rnwy 22 inop. Const NE end Rnwy 4-22-length rnwy lmtd to 6900'. Men and equip. on fld daylgt hrs.

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.

**HARLINGEN OLD MUNICIPAL ARPT: Lctd 1.8 s mi SSW - Closed. (10-22)

HONDO: Intensive student instruction conducted durg VFR conditions including acrobatics and dual instrument trng between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.

**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW at (247° T) at lat 29-34-25, long. 95-28-31. Deep ruts in E shoulder of NW/SE Rnwy. Caution - aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

LUBBOCK-RADIO: About Nov 29, LF rng and voice communs on 391 kc will be shut down until approx Dec 2 - bldg repairs. (11-15)

LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' E ramp clsd to acft for cotton storage. (11-9)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)

McALLEN-MILLER ARPT: Rnwy 18-clsd for take-offs and landings - mrkd. (6-7)

MIDLAND ARPK-TOWER: Effect. Nov 2 until approx Dec 14, durg daylgt hrs on week-days, USAF mobile tfc ctl unit will ctl all mil and civil tfc by rdo or lgt signals on freqs: 396 kc; 121.5, 126.18 mc. Rcvg:freqs: 3023.5 kc; 121.5, 122.5, 126.18 mc. Call: Airpark Twr. FLD: Use rnwys only-no lgts avail. Mil student flying restricted from use of N/S Rnwy. (10-12)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

**OZONA-HENDERSON ONE RANCH ARPT: 400' (2871' MSL) lgtd TV twr erected .5 n mi SE (145° T) at lat 30-42-57, long. 101-11-42. (10-29)

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

POTEET ARPT: Closed - const.

QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliiable below 4500' in all quads. (12-22)

**SAN ANGELO-MATHIS ARPT: 200' lgtd rdo twr erected 9.5 n mi N (13° T) at lat 31-29-51, long. 100-27-49. (11-9)

**SNYDER-WINSTON ARPT: 145° oil derrick erected 4500' S and 420' E. (10-16)

SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. FLD: Rnwys 12-30 changed to Rnwys 13-31 to conform with ILS system.

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for lgt acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only.

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)

FAIRFIELD: Rdo rng antenna pole obstn lgts perm discontd.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-040°, 43 n mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)

SALT LAKE CITY NO. 1 ARPT: Lgt acft restricted to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)

WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed - obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 55°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi.

SPRINGFIELD-HARTNESS ARPT: S side of E/W Rnwy under const, 2000 x 75 ft. avail for lndgs. No service, facs. (9-27)

VIRGINIA: CHARLOTTESVILLE-ALBERMARLE ARPT: New Field under const. 7 s mi N. Elev: 639'. Lat 38-08-16, long. 78-27-10. Do not land on fld. (10-7)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

**HOT SPRINGS-INGALLS FLD: Closed Nov 13 to April 15, 1955. (11-4)

LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)

**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 n mi SW (223° T) at lat 37-11-50, long. 79-21-07. (9-23) Signal for below VFR weather minimums inop. nights. (7-6)

MONTEBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)

NORFOLK: Warning Area W-108 redescribed as follows: Beginning at a point at lat 38-45, long. 74-53; thence due E to a point 2 n mi SW of SW bndry to ICAO Control Area #1148, thence SE paralleling said Control Area to a point 2 n mi W of the W bndry to the N. Y. Oceanic Air traffic Control Area, thence due S paralleling the western bndry of the N. Y.

(11-16-54)

VIRGINIA: Oceanic Air Traffic Control Area to lat 36-33-30, thence due W to a point 3 n mi from the U.S. shoreline, thence northerly paralleling the shoreline to lat 36-49-25, long. 75-54-00; thence to lat 36-49-25, long. 75-32-00; thence due N to lat 37-08-00; thence due W to long. 75-47-00; thence northeasterly paralleling the shoreline to apoint at lat 38-37-00; long. 74-59-30, thence to a point at lat. 38-45-00; long. 74-53-00, point of beginning. Effective Nov 8, 1954.
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT-TOWER: Oct 14, ASR shut down - modernization. All radar procedures suspended for this period.(10-14) ASR PPI apchs not avail to Rnwy 22, 31, 13. (8-6) Soon apch ctl freq 126.5 mc will be cmsnd. (10-8)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S Taxiway parallel to Rnwy 2-20. Caution soft shoulders Rnwy 6-24.(5-6)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip.(2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution.(10-12)
TAPPAHANNOCK-RADIO: About Dec 2, LF rng will be shut down until approx Dec 7 - antenna repairs. (11-9)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
CLE ELUM ARPT: 8' fence erected across E end of E/W Rnwy - not obstn marked or lgtd.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-289°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9,000'. USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.
**FRIDAY HARBOR SEAPLANE BASE: ARPT OF ENTRY. (9-27)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.(6-14)
**PORT ORCHARD-SOUTH PART ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43; long. 122-32-32.(7-26)
PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: Nov 9, VOR and DME shut down for indefinite period-modernization.
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'. 5800' of Rnwy 13-31 closed, mrkd. S 4200' open day and ngt all operns civil and military acft. Wide military taxiway W side open authorized military acft. Closed to all other acft except CAM flights and for take-offs only.(10-12)
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.(10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.(12-19)
**TOLEDO-KELSO ARPT: Restricted to Rnwys and taxiways - remainder of fld freshly plowed.(10-12)
YAKIMA-RADIO: VOR flgt-checked for en route Victor arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch.(5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.(3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat. 38-22-36; long. 81-42-04.(7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-200°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp.(9-16)
**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat. 38-30-34; long. 83-13-09. (10-8)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying - peake activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd.(9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
**WINFIELD-HONAKERS ARPT: Abandoned.(10-14)
WISCONSIN: SPECIAL NOTICE: Power line from Waukesha to Wauwatosa. Poles will vary from 95' to 140' above gnd and will parallel the C and NW Railroad from Waukesha to a point S of and thence N to Wauwatosa. To be completed Dec. 1954. (5-17)
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat. 44-57-55; Long. 91-23-08.(10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
**LONE ROCK ARPT SITE 16, CHI-TWIN CITIES: Bcn changed from 6 clear and 6 green fpm to 12 clear fpm red course lgts reactivated flashing code no. 6, dash dot dash.(10-11)
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop. indefinitely.(10-22) FLD: E taxiway N of Admin. Bld perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL.(3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only.(10-24)
NENNAH-VALLEY ARPT: N/S Strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: Effect. Jan 1, 1955 N/S strip (2000' x 200') will be discontd.
**RHINELANDER-ONEIDA COUNTY ARPT: Construction completed NW/SE now paved, 3700' x 100'. Shoulders soft. Clearing of trees SW end in progress.(10-8)
SIREN-BURNETT COUNTY ARPT: All lgtg fac inop.(10-1)
**STONE LAKE-SAND BEACH ARPT: Closed.(10-16)
✱WOODRUFF-ARBOR VITAE-RADIO: From Nov 5 to May 1, 1955, all rdo facs will be operd on req basis.(11-4)
WOODRUFF-ARBOR VITAE ARPT: Nov 5 to May 1, 1955, arpt will be attended and services on a req basis.(11-4)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
CHEYENNE ARPT-TOWER: All components, xcpt LOM, of ILS inop indefinitely.(11-5)
FLD: Clsd to transient jet acft except in emergencies.
**DOUGLAS ARPT: ENE/WSW Strip perm. discontinued.(11-9)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°,35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.(7-2)
LARAMIE-BREES FLD: Caution deer on fld.(6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: Nov 15, ILS shut down for approx 3 weeks-modernization.(11-15)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-mrkd.(9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.(4-26)

(11-16-54)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Oct. 19, 1954, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine., AFB
Raleigh, N.C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB
Terre Haute, Ind., Hulman Field
Butler, Mo.
Farmington, Mo.
Massena, N. Y., Richards Fld.
Plattsburg, N.Y., Municipal
Hutchinson, Kansas, Municipal
Decatur, Ala., Pryor Field
Gage, Oklahoma
Lamoni, Iowa
Salinas, Calif.
Centralia, Illinois
Vichy, Missouri

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.
South Bend, Ind., St. Joseph Co.
Springfield, Mo., Municipal
Detroit, Mich., Willow Run
Duluth, Minn.
Binghamton, N.Y., Broome County
Savannah, Ga., Travis Field
Tampa, Fla., International

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: I. I SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED REMARKS
1	2	3	4	5	6	7	8	9	10	11
BURLEY, IDAHO Burley Mun Airport 4150 BVOR - BYI Procedure No. 1 Effective date: 12/25/54 Amendment No. 1 Supersedes original dated 6/27/52 Major Changes: New format; delete deviation note; lower initial approach altitude from BYI LFR; Minor corrections to bearings and distance.	Burley-LFR	254 7.0	6000	S side crs 283 - outbnd 103 - inbnd 6000- within 25 mi	4800	103 5.3	2 engine or less T-d T-n C-d C-n A-dn	500-1 500-2 600-1 600-2 800-2		Within 5.3 miles turn left climb to 7000' outbound on 274° radial BYI-VOR within 25 miles.
GREENWOOD, MISS. Municipal Airport 129 BVOR - GRW Procedure No. 1 Amendment No. 3 Effective date: 12/25/54 Supersedes Amdt. M-2 dated 2/1/52 Major Changes: Lowers missed approach altitude; raises ceiling minima (day) 75 mph or less.	Greenwood LFR	158 4.0	1300	E side crs 132 - outbnd 312 - inbnd 1500'-within 10 mi	1000	311 4.9	2 engine or less T-dn C-dn S-32 dn A-dn More than 2 engine T-dn C-dn S-32 dn A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2 200-0.5 500-1.5 500-1 800-2	Within 4.9 miles climb to 1400 on radial 312 within 25 mi.
SOUTH BEND, IND. St. Joseph County Arpt. 778 BVOR - DTV - SBN Procedure No. 1 Effective date: 12/24/54 Amendment No. 3 Supersedes No. 2 dated 10/28/53 Major Changes: Item 5-altitude raised to 2100' due to 1100' MSL tower 4 miles W of Buchanan, Michigan. Minor revision: Courses and distances	Goshen LFR South Bend LFR Union Int. North Liberty Int. Int W crs SBN LFR and 253° radial SBN-VOR Int N crs SBN-LFRand 350° radial SBN-VOR	305 29.0 031 7.0 266 25.0 012 17.0 073 14.0 170 14.0	2200 2000 2000 2000 1900 1900	W side of crs 360 - outbnd 180° - inbnd 2100'-within 10 mi	1400	180 4.0	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 4.0 miles...make right climbing turn, climb to 1900' and return to SBN-VOR or when directed by ATC, climb to 2000' on crs of 180° from SBN-VOR within 25 mi of SBN-VOR.
WATERTOWN, S. DAK. Watertown Airport Procedure No. 1 Effective date: 7/16/54	Correct AIRGI Vol. 9 #8, dated 6/29/54 -by deleting columns 2, 3 and 4									

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

MONTGOMERY, ALA. Dannelly Field 219 LOM - MG Procedure No. 1 Amendment-original March 15, 1954	Superseded by Comb: ILS-ADF Procedure No. 1-effective commissioning date of ILS, approx. 11/20/54									
PITTSBURGH, PA. Allegheny Co. Airport 1252 Rbn MKP Effective date: 11/19/54 Amdt. No. 4 Procedure No. 1	Supersedes by combination ILS-ADF Procedure No. 1 Effective date: 11/27/54									
PITTSBURGH, PA. Allegheny Co. Airport 1252 Cecil MHW - CEU Pittsburgh LFR - PIT Procedure No. 2 Amdt. Original Effective date: 11/27/54 This ADF procedure predicated on the combined use of Cecil MHW & Pittsburgh LFR. Both facilities must be operational	Pittsburgh LFR Clinton Rbn Butler Rbn River Rbn Pittsburgh VOR McKeesport MHW Old Concord Int. Wheeling VOR Pittsburgh-surveillance radar	265 10.0 151 14.0 209 29.0 207 12.0 298 8.0 266 20.0 026 22.0 084 21.0 within 40 mi of Gtr. Pittsburgh airport	2500 2500 2900 2600 2500 2600 2700 2500 3000 or MEA when lower	S side of crs 265 - outbnd 085 - inbnd 2500'-within 10 mi of Cecil MHW	2500 over Cecil MHW 1900 inbnd over Pittsburgh LFR	From Cecil MHW to Pittsburgh LFR 085 10.3 Pittsburgh LFR to airport 085 2.3	2 engine or less T-dn C-dn S-dn 9 A-dn More than 2 engine T-dn C-dn S-dn 9 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 500-1 800-2 200-0.5 500-1.5 500-1 800-2	Within 2.3 miles after passing Pittsburgh LFR climb to 2600' on 95° crs to Mc-Keesport MHW.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-16-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
GREENVILLE, S.C. Greenville Airport ILS - GRL LOM - GR Comb: ILS & ADF Procedure No. 1 Amendment No. 1 Effective date: 12/24/54 Major Changes: Procedure turn altitude. Lower alt. over LOM (final) Raise DC-3 circling minima Missed approach procedure revised. Lower night ILS visibility. Supersedes Amdt. original dated 4/24/53	Greenville LFR	LOM	180 2.5	2300	W side S crs 181 - outbnd 001 - inbnd 2100'-within 10 mi	No ILS 1600 over LOM ADF 1600 over LOM	glide slope 4.2	0.7	2 engine or less T-dn C-d C-n S-36 ILS dn ADF d ADF n More than 2 engine T-dn C-dn S-36 ILS dn ADF dn All aircraft A-dn ILS & ADF	300-1 500-1 500-1.5 400-0.75 400-1 400-1.5 600-2 800-2	300-1 500-1 500-1.5 400-0.75 400-1 400-1.5 200-0.5 500-1.5 400-0.75 400-1.5 600-2 800-2	Climb to 3200' on N crs lclzr, within 10 mi turn right and return to LOM 4.2 mi after passing LOM (ADF) climb to 3200' on crs of 001 within 10 mi turn right and return to LOM.
MEMPHIS, TENN. Municipal Airport 269 ILS - MEM LOM - ME Comb: ILS&ADF Procedure No. 1 Amendment No. 1 Effective date: 12/25/54 Supersedes Amdt. Original 3/17/54 Major Changes: Incorporates glide path and ILS minima.	Memphis LFR	LOM	292 5.5	1500	S side W crs 266 - outbnd 086 - inbnd 1700-within 10 mi	ILS 1700 ADF 1200 over LOM	1700 4.9	540 0.7	2 engine or less T-dn C-dn S-9 ILS dn ADF dn More than 2 engine T-dn C-dn S-9 ILS dn ADF-dn All Aircraft A-dn ILS ADF	300-1 500-1 200-0.5 400-1 200-0.5 600-2 800-2	300-1 500-1 200-0.5 400-1 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Climb to 1500 on E crs of MEM ILS or 4.9 mi after passing LOM (ADF) climb to 1500 on crs of 086 within 25 mi. Notes: 400-0.75 required when G/S not utilized - 470' MSL tower located 1.0 miles E of LOM. Air Carrier Notes; Preface Page Paragraph 37 (a) not applicable on Runways 14-32.
	Cuba FM	LOM	192 18.0	2000								
	Oakville Int.	OM	266 10.0	1500								
	Bruins MHW	LOM	048 22.0	1700								
	Memphis VOR	OM	273 10.0	1500								
MONTGOMERY, ALA. Dannelly Field 219 ILS-MGM LOM-MG ILS & ADF Comb. Procedure No. 1 Amendment No. 1 Effective date: Commissioning of facility. Supersedes ADF on LOM. Amendment original Pro. #1 dated 3/15/54 Estimated commissioning date, 11/20/54	Maxwell LFR	LOM	228 8.0	1500	S side W crs 276 - outbnd 096 - inbnd 1700 - within 10 mi (NA beyond 10 mi)	ILS 1659 ADF 1000 over LOM	1659 6.1	426 0.7	2 engine or less T-dn C-dn S-9 ILS dn ADF dn More than 2 engine T-dn C-dn S-9 ILS dn ADF dn All aircraft A-dn ILS ADF	300-1 400-1 *300-0.75 400-1 600-2 800-2	300-1 500-1 *300-0.75 400-1 200-0.5 500-1.5 *300-0.75 400-1 600-2 800-2	Climb to 1500 on radial 114, 6.1 mi after passing LOM(ADF) climb to 1500 on crs of 114 within 25 mi. No Approach Lights. 400-0.75 required if glide slope not utilized. Air Carrier Note: *200-0.5 authorized when the length of rnwy available exceeds by 3000' the rnwy length reqd. by the applicable acft. performance reqmts. of the CAR's and high intensity rnwy. lights are installed and operating on the entire length of the runway.
	Montgomery BVOR	OM	294 12.0	1500								
	Benton Int.	LOM	099 20.0	1500								
	Greenville Int.	LOM	023 25.0	1500								
	Deatsville Int.	LOM	194 23.0	1700								
ORLANDO, FLA. Orlando Airport 115 ILS - ORL LOM - OR Comb: ILS & ADF Procedure No. 1 Amendment No. 5 Supersedes Amdt. No. 4, dated 2/11/54 Effective date: 12/25/54 Major Changes: Adds transition. Lowers ADF altitude over LOM. Revises missed approach altitude.	Orlando LFR	LOM	166 7.0	1300	N side crs 130 - outbnd 310 - inbnd 1300'-within 10 mi	ILS 1300 ADF 800 over LOM	1300 4.8	340 0.7	2 engine or less T-dn C-dn S-31 ILS dn ADF dn More than 2 engine T-dn C-dn S-31 ILS dn ADF dn All aircraft A-dn ILS ADF	300-1 400-1 # 300-0.75 400-1 600-2 800-2	300-1 500-1 # 300-0.75 400-1 200-0.5 500-1.5 # 300-0.75 400-1 600-2 800-2	Climb to 1700 on NW crs ILS or within 4.8 mi after passing LOM (ADF) climb to 1700 on crs of 310 within 25 mi. #400-0.75 required when glide slope not utilized. Note: No approach lights.
	Oviedo FM	LOM	198 15.0	1300								
	Orlando VOR	OM	129 5.0	1300								
	Int. of ILS lclzr & SW crs ORL-LFR	LOM	130 5.0	1300								
PITTSBURGH, PA. Allegheny Co. Arpt. 1252 ILS - AGC MHW - MKP Comb: ILS & ADF Procedure No. 1 Effective date: 11/27/54 Amdt. No. 4 Supersedes Amdt. 3 dated 12/8/53 Major Changes: Transitions added	Pittsburgh LFR	McKeesport MHW	091 8.0	2600	N side of crs 095 - outbnd 275 - inbnd 2600'-within 10 mi	ILS 2600 ADF 2600 over McKeesport MHW	2510 4.7	1460 0.7	2 engine or less T-dn C-dn S-dn 27 ILS ADF A-dn ILS ADF More than 2 engine T-dn C-dn S-dn 27 ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 500-1 600-2 800-2 600-2 800-2	300-1 500-1 300-0.75 500-1 600-2 800-2 200-0.5 500-1.5 300-0.75 500-1 600-2 800-2	Within 6.3 mi after passing McKeesport MHW climb to 2500' proceeding to Cecil Rbn. Air Carrier Notes: Section 29(a) not applicable. ILS - Intercept glide path at 3000' over McKeesport MHW or 2600' between McKeesport MHW and the ILS OM.
	Mt. Pleasant LF Int.	"	322 17.0	2500								
	New Alexandria Rbn	"	263 23.0	2600								
	Butler Rbn	"	166 25.0	2900								
	River Rbn	"	125 18.0	2900								
	Pittsburgh VOR	"	072 14.0	2600								
	Cecil Rbn	"	087 20.0	2600								
	McKeesport MHW	ILS OM	275 1.5	2600 (final)								

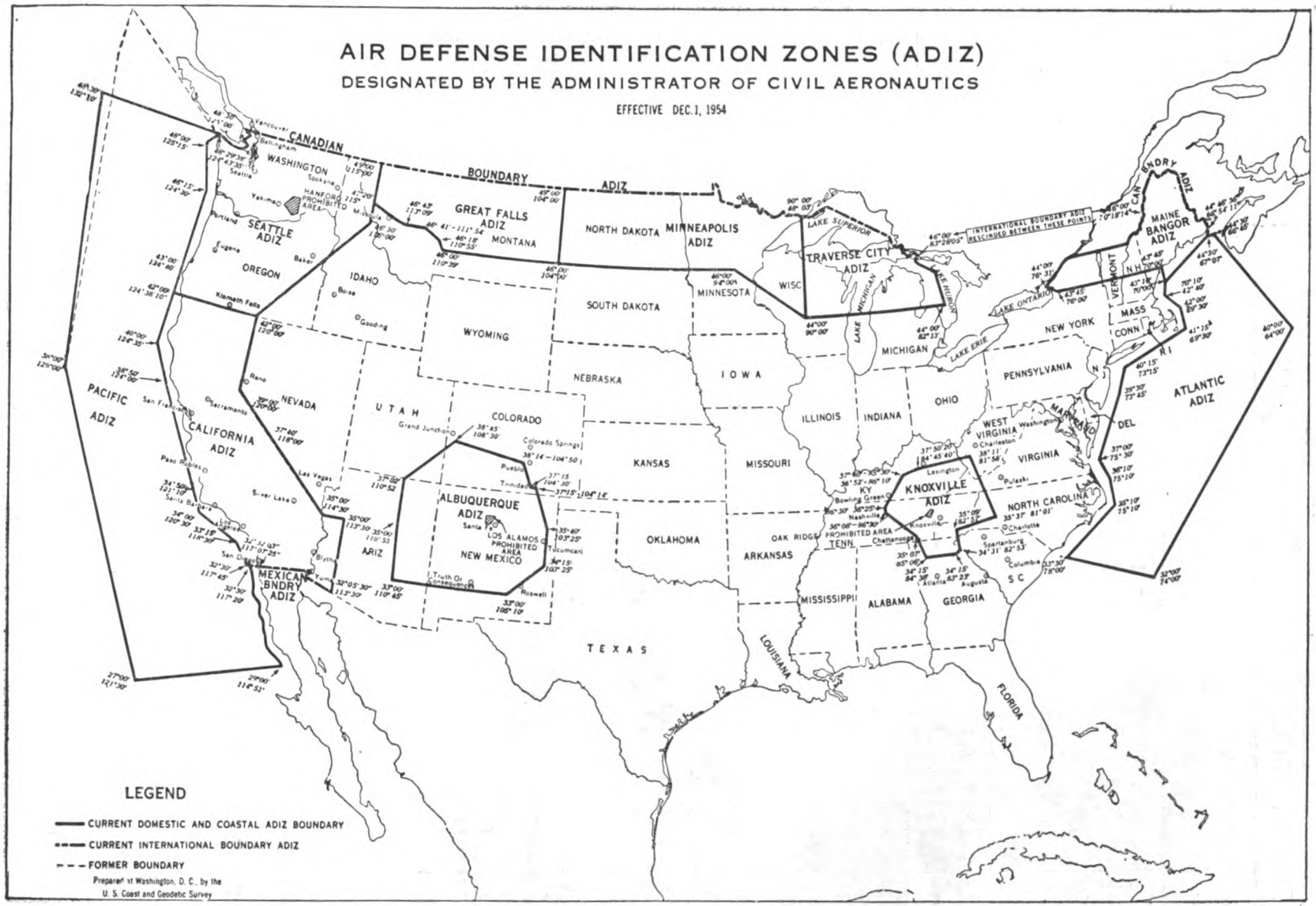
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-16-54)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BELLINGHAM, WASH. Bellingham Airport 158 SBRAZ - DTV - BLI Procedure No. 1 Effective date: 12/25/54 Amendment No. 7 Supersedes M-6 dated 12/19/52 Major Changes: New format; delete unnecessary notes.	BLI - VOR	160 8.0	2000	W side NW crs 294 - outbnd 114 - inbnd 1500' within 25 mi	1000	114 3.0	2 engine or less T-dn C-d C-n S-d S-n 12 A-dn	300-1 600-1 700-1 500-1 500-1 800-2	300-1 600-1 700-1 600-1 700-1 800-2	Within 3.0 miles, turn right climb to 1500' on NW crs BLI-LFR within 25 miles.
	Int NW crs and 205° radial BLI LFR, BLI - VOR (Final)	114 6.0	1000				More than 2 engine T-dn C-d C-n A-dn		200-0.5 600-1.5 700-2 800-2	
BURLEY, IDAHO Burley Mun Airport. 4150 SBRAZ-DTV - BYI Procedure No. 1 Effective date: 12/25/54 Amendment No. 5 Supersedes M-4 dated 1/29/52	Burley VOR	074 7.0	6000	W side NE crs 006 - outbnd 186 - inbnd 6000'-within 10 mi.	5100	198 2.6	2 engine or less T-d T-n C-d C-n A-dn	500-1 500-2 600-1 600-2 800-2		Within 2.6 miles turn right climb to 7000' on W crs BYI-LFR within 25 mi.
	Int NE crs BYI-LFR & W crs PIH-LFR (Mimdoka Intersection)	186 7.0	7000							
	Major Changes: New format; delete deviation note; lower initial approach from BYI VOR and minor corrections to bearing and distance.									
GREENVILLE, S. C. Greenville Airport 1049 SBMRLZ - GRL Procedure No. 1 Amdt. No. 7 Effective date: 12/24/54 Supersedes Amdt. No. 6 dated 12/5/51 Major Changes: Raises DC-3 circling minima; lowers procedure turn altitude, and altitude over range (final); Revises missed approach procedure. Lowers straight-in ceilings for 75 and 4-eng acft.	Reedy Int.	002 8.0	2300	W side S crs 182 - outbnd 002 - inbnd 2100'- within 10 mi	1600	002 1.7	2 engine or less T-dn C-d C-n S-36 d n	300-1 500-1 500-1.5 400-1 400-1.5	300-1 500-1 500-1.5 400-1 400-1.5	Climb to 3200' on N crs LFR within 10 mi. turn right and return to LFR. Caution: 1340' MSL tower 4.5 mi W LFR.
	Beacon Int.	272 11.0	2300				More than 2 engine T-dn C-dn S-36 dn		300-1 500-1.5 400-1.5	
							All aircraft A-dn	800-2	800-2	
GREENWOOD, MISS. Municipal Airport 129 BMLZ-DTV - GRW Procedure No. 1 Amendment No. 5 Effective date: 12/25/54 Supersedes Amdt. No. M-4 dated 2/15/52	Greenwood VOR	338 4.0	1300	N side E crs 085 - outbnd 265 - inbnd 1700'-within 10 mi	1200	265 1.9	2 engine or less T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2	Within 1.9 mile climb to 1400' on W crs within 25 miles.
	Major Changes: Raises procedure turn altitude deletes straight-in minima; lowers missed approach altitude; raises ceiling minima (day) 75 mph or less						More than 2 engine T-dn C-dn A-dn		200-0.5 500-1.5 800-2	
HUTCHINSON, KANSAS Hutchinson Airport 1542 SBMRLZ - DTV - HUT Effective date: 12/24/54 Amendment No. 9 Supersedes No. 8 dated 7/9/54 Major Changes: Missed approach altitude lowered to 3000' to provide cardinal altitudes for holding.	Hutchinson VOR	062 4.0	2800	W side S crs 170 - outbnd 350 - inbnd 2800'- within 10 mi (beyond 10 mi NA) account ATC and non-standard to avoid ICT VOR traffic	2300	350 3.1	2 engine or less T-dn C-dn S-dn 35 A-dn	300-1 *400-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 3.1 mi...climb to 3000' on N crs within 25 miles or alternate missed approach when directed by ATC turn left and climb to 3000' on W crs HUT-LFR within 25 mi. Caution: 2340' TV tower located 4.6 mi ESE of airport. Aircraft taking off to N, S, NE, or SE, climb to 2800' prior to proceeding toward TV tower. *500-1 required when necessary to circle the airport on the west side to effect a landing.
	North Fork Rbn or marker (final)	350 13.0	2300				More than 2 engine T-dn C-dn S-dn 35 A-dn		200-0.5 500-1.5 400-1 800-2	
SOUTH BEND, INDIANA St. Joseph County Arpt. 778 SBMRAZ - DTV - SBN Procedure No. 1 Effective date: 12/24/54 Amendment No. 5 Supersedes No. 4 dated: 10/28/53 Major Changes: None-MEA all directions deleted, distance corrected from VOR and item 5 revised to 10 miles.	New Carlisle FM (final)	096 10.0	1500	N side W crs 276 - outbnd 096 - inbnd 2000'- within 10 mi	1500	075 3.3	2- engine or less T-dn C-dn S-dn 9 or 6 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	Within 3.3 miles..climb to 2000' on E crs SBN-LFR, or if directed by ATC, make left climbing turn, climb to 2000' on N crs SBN-LFR.
	South Bend VOR	211 7.0	2000				More than 2 engine T-dn C-dn S-dn 9 or 6 A-dn		200-0.5 500-1.5 500-1 800-2	
OLATHE, KANSAS NAS Olathe 1086 SMRLZ - NUU Procedure No. 1 Amendment No. 7 Effective date: 2/10/54	Procedure Cancelled Effective date: 10/22/54 (This cancellation does not affect the military procedure in the Pilot's Handbook)	Major Changes: Supersedes by Special Procedure (not published).								
SAVANNAH, GA. Hunter AFB 40 SBMRLZ - SAV Procedure No. 1 Amendment 6 Effective date: 8/1/51	Procedure Cancelled Effective date: 12/15/54 (This cancellation does not affect the military procedure in the Pilot's Handbook)	Major Changes: Superseded by Special Procedure (not published).								
SALT LAKE CITY, UTAH Salt Lake City #1 Airport 4222 SBRAZ - DTXV - SLC Procedure No. 1 Effective date: 12/25/54 Amendment No. 4 Supersedes Amdt. 3 dated 8/1/52 Major Changes: New format; and add transition form VOR	Layton FM (final)	149 18.0	4900	W side N crs 329 - outbnd 149 - inbnd 7500'-within 20 mi 10,000-within 25 mi	4900	163 2.7	2 engine or less *T-dn C-dn S-dn 16L A-dn	300-1 500-1 #400-1 800-2	300-1 600-1 #400-1 800-2	Within 2.7 miles..turn west, climb to 8000 on W crs SLC LFR to Stansbury Int then to 9000 on track of 335° to Promontory Point. Alternate missed approach when directed by ATC, turn west and climb to 11,000 on west course SLC LFR. Shuttle: to 10,000 on N crs within 20 miles. All turns west of crs. *500-2 required for take-off rnwy 7. #500-1 required without high intensity runway light. Caution: 5000' terrain 3 miles E of LFR. High terrain 8 miles E of N & S crs and W of S crs. Also S. 4541' radio mast 1.5 miles SE of LFR.
	Riverton FM	343 20.0	11,000				More than 2 engine *T-dn C-dn S-dn 16L A-dn		200-0.5 600-1.5 #400-1 800-2	
	Salt Lake City VOR	128 2.0	7500							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-16-54)



Amendment 5 to Regulations of the Administrator, Part 620 establishes the northern boundary of the Pacific (coastal) ADIZ along the 48°30' north parallel. It is understood that the Canadian Vancouver CADIZ will be redesignated to form a common boundary with the U.S. Pacific (Coastal) ADIZ in this area. Both redesignations are scheduled to be effective December 1, 1954.

SPECIAL NOTICE
"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS"; CHANGES IN C.A.R. 60. See page 27.

SPECIAL NOTICE
AUTOMATIC VOICE IDENTIFICATION AT UNATTENDED OMNIRANGES. p. 26

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 26

SPECIAL NOTICE
AL 320 ILS Chart Correction. p. 29.

AIRMAN'S GUIDE

SPECIAL NOTICE
IFR FLIGHTS ABOVE 29,000'. See page 26

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 42

SPECIAL NOTICE
CAR 60 Change Affects Vertical Clearance Over Clouds. Page 27

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RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 26

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

RADAR AVAILABLE : How and Where

(11-30-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar RAPCON = Radar Approach Control Center

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc, 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	219, 278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 142.74, 243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc.	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 118.1, 120.7, 126.5, 263.0, 348.6 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22, 31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control PPI apchs not authorized.
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	120.5, 137.88, 270.6, 119.3, 121.1, 3638, (req 126.18, 134.1, 136.8, 236.6, 142.02, 275.8, 225.4, 379.4)	ASR-PAR	
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight & Whitted Arpts. PPI not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 121.5, 137.88, 243.0, 363.8 mc	ASR	Departure Control

INSTRUMENT LANDING SYSTEMS

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. LOM is Canoga Park MHW.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-usable from 40 mi to within 1-1/2 mi of Arpt.
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3W	INR	335	155	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist. 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57	[redacted]	BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.	110.3					201 MN		219 IM	LMM lctd 0.66 mi; LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45		[redacted]
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac.
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Briston-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8		0.7	201 YR	5.3	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),# ,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
(3)Cochise	*MRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4 ,122.2	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MHW	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
(1)Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 290 N
Canoga Park	MHW	OGA	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5, 126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5, 126.7, 122.2	(3), #, 255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7, 126.18	(2), 126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18, 121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126 18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9, 132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		Test basis
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5, 122.2, 126.7, 255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5, 126.18, 142.74 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5, 122.2, 126.7	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7, 122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3, 132.3, 301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5, 122.2, 126.7, 255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126 18, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,138.78, 142.74, 243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5,120.5,2430,2578	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#	65 A 147 N 245 A 327 N
(1) Thermal	BVOR-DTV	TRM	114.3;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	HW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3), #, 255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,2430,2578	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3), #	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
(1) "	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2,	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Lauderdale Broward Co. Int.	CI		272;121.3	(2), #	(0700-2300)
Ft. Myers	SBRZA-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8.	(2),#	
"	Center		120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1);#	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3,121.5,126.5, 136.8,137.88,142.02,301.4, 243.0,270.6,335.8,363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323; 121.5, 126.18, 142.74, 233.8, 243.0,	(1),#	107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES: TRANSMITS	FREQUENCIES: GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7,122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,122.2, 255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2200)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(2),#	
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),# , 255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18, 135.9, 142.74, 233.8, 243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	C(g)		332;118.5,121.5,257.8	(2), #	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),#, 255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR- DTV	UIN	115.6;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5,257.8	(2),#	
(1)Vandalia	BVOR- DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2, 255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8 mc	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	[redacted]	[redacted]	[redacted]		[redacted]
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2,126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7,255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0,257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2, 126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2 ,126.7	(3),# ,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7,255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2 ,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,257.8	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1) Bowling Green	BVOR	BWG	116.1		
(1) Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
(1) Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1) Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	C(g)		272;118.3,121.5	(2),#	
Belle Chase	MHW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		10 N 84 A 190 N 264 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1) Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Loring AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5, 126.18, 236.6, 243.0	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	39 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SMRLZ-DV	LNK	385		71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	9 A 100 N 173 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#	93 N 168 A 273 N 348 A
NEVADA					
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,1195,142.74, 233.8,243.0,132.3,236.2,236.6	(2),#	76 A 173 N 256 A 353 N
"	HW	NBB	414		(on req)
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	230		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdcbcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		[redacted] 121.5,119.3	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 235 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 131 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9, 120.3, 121.5,125.5 ,118.1	(2),#	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3 ,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2	(3),255.4	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
" "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		269;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		219;1191,121.5,126.18,257.8	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVOR	IMN	113.6		
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	338;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 158 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Chesapeake	(See Huntington, W. Va., page 24)				
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18 ,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379; 121.5, 126.18,137.88 236.6, 243.0, 363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
Genoa	MHW	GNO	219		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0730-2330)
(1) Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2 ,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1)#,121.5,122.5	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. category (3) 2300-0600		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5, [redacted] 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	54 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
(1) Newberg - INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,126.7	(3),#,255.4	
	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8,236.6	(2),#	
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5,126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

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AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7,122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7,122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7,122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2,126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2,126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4,122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,126.18,257.8	(2),#	
"	Center		120.1,301.4	#	
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3,142.74,233.8,236.6,243.	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,121.5	(3),121.5,255.4	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2,255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4,122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7,122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1,121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	365;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7,122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8,243.0	(2),#,141.3	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHW	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 112 N 227 A 292 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278,118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NK6	335		
San Marcos Gary AFB	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
UTAH					
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2 , 121.5	(3)-135.9 ,#	42 A 136 N 223 A 317 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	35 A 98 N 215 A 278 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8 ,118.1, 120.7,126.5,263.0,348.6	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11-30-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,233.8,243.0,255.4	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 303 A
"					
" Byrd	AC(g)		396;118.7,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
"Woodrum	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8,119.9	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,142.74, 233.8,243.0,(132.3,135.9 on req)	(1);#,(132.3, 135.9 on req)	53 A 143 N 233 A 323 N
" "	HW	WN	532		
" "	HW	MWG	404		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353; 121.5, 132.3, 236.2, 243.0,	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset) (On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,2578	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3); 6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364	
St. Thomas, Harry S.Truman	TPV		121.5,122.2,126.7;6567,	121.5,122.1, 126.7;6567,	

NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

√ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

√ AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and the Los Angeles(International) Airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) Airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

IFR FLIGHT ABOVE TWENTY-NINE THOUSAND FEET: Effective November 1, 1954, the odd-thousand foot altitude levels will be used for IFR flights above 29,000 feet unless prior coordination has been effected with air traffic control This method of altitude assignment adopted in conjunction with the military request for two thousand feet altitude separation for all flights at or above 30,000 feet, is designed to permit a more orderly and expeditious flow of air traffic within the airspace affected.

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made a speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS - The following abbreviations have been adopted for use in the Airman's Guide: "n miles" or "n mi" for nautical miles; "s miles" or " s mi" for statute miles.

"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS" See below (this page). Effective December 9, 1954, Part 60 of the Civil Air Regulations is amended to provide, among other things, for the use of the term "Restricted Area" for what was formerly called "Danger Area" and for a definition of this term as well as that of "Prohibited Area" (somewhat similar to the former term "Airspace Restricted Area").

Restricted Areas (which are designated by the Administrator of Civil Aeronautics when he finds that a hazard to aircraft in flight exists) are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions".

Prohibited Areas are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft is prohibited."

Avoidance of prohibited areas and operation within restricted areas strictly in accordance with the published restrictions are imperative to the safety of flight or the protection of the activity on the ground. Any person desiring to secure permission to fly in such areas contrary to the prohibition or the restrictions imposed, should contact the agency controlling that area. Prohibited and restricted areas, indicating the prohibitions or restrictions to flight and the name of the using agency, are carried in the Airman's Guide, appear in other publications of aids to air navigation and are depicted on aeronautical charts.

CAR 60 CHANGE AFFECTS VERTICAL CLEARANCE OVER CLOUDS: Effective November 10, 1954, paragraph 60.30 of CAR 60 has been revised to require 1,000 feet vertical clearance over clouds, instead of the 500 feet now required. Pilots filing IFR flight plans for on-top operation should specify "1000 on-top". Air traffic clearance phraseology will also be revised to specify "at least 1000 on-top" when clearing flights to operate on-top. There is no change in the cloud clearance requirement for flight below clouds.

LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

ANW	Ainsworth, Neb., Ainsworth Airport (Change from AIN)
CJR	Chena Intersection, Alaska, REP (Reinstatement)
CNI	Chena, Alaska, Radiobeacon (Name change)
FAF	Fort Eustis, Va., Felker AAF (Assignment)
GBX	Goose Bay, Alaska, Radiobeacon (Assignment)
LIZ	Limestone, Maine, Loring AFB (Name change)
UTS	Yuma Test Station, Ariz., Laguna AAF (Assignment)
VMY	Valdosta, Georgia, Moody Radiobeacon (Assignment)
YOA	Yoakum, Texas, Radiobeacon (Change from Intermediate Field)

AIR ROUTE TRAFFIC CONTROL BOUNDARY: Effective immediately. The CLEVELAND-PITTSBURGH ARTC boundary on V92 is established 40 statute miles northwest of Wheeling VOR along south edge V92 to east edge Blue 81.

AIRMAN's GUIDE CORRECTIONS: Correct Volume 9, No. 17, dated November 2, 19 as follows: (1) Page 29, Item 1 under Flight Information Manual Corrections - should read: Page 22 under Maine, change Augusta CAA telephone number to read: Augusta 3-4191. Corre Volume 9, No. 18 dated November 16, 1954 as follows: (1) Page 14 -change Oklahoma City Radar Approach Control Center-Tower to read: "Oklahoma City Radar Air Traffic Control Center", correct line 10 of this item by changing "Victor Airway 75" to read "Victor airway 77".

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 10 under "A" add ACV - Arcata, California - R - 209.

(2) Page 22 under Indiana change Goshen CAA telephone number to read: 3-1905.

(3) Page 22 under Iowa change Des Moines -WB telephone number to read: 4-0986 effective December 10, 1954.

DANGER AREA (RESTRICTED AREA) AMENDMENTS: The following Danger Area (Restricted Area) Amendments shallbe effective as dated, unless otherwise advised;

AMENDMENT NO. 98 to PART 608-DANGER AREAS (Restricted Area (December 9, 1954)

Effective December 9, 1954, Part 60 of the Civil Air Regulations is amended by the Civil Aeronautics Board to provide, among other things, for a change in terminology from "Danger Area" to "Restricted Area". In conformity, Part 608 of the Regulations of the Administrator is hereby amended by substituting "Restricted Area" or "Restricted Areas" for "Danger Area" or "Danger Areas", respectively, wherever such terminology appears in that Part. In addition, the prefix "D" (for "Danger Area") of the identification number which appears in the "Name and Location" column of each Danger Area is changed to "R" (for "Restricted Area") in accordance with the foregoing change.

AMENDMENT NO. 99 to PART 608-DANGER AREAS (RESTRICTED AREAS)
(December 15, 1954)

(1) In Section 608.61, the Kodiak Island, Alaska area (R-350, formerly D-350), published on July 16, 1949, in 14 F.R 4298 and amended on August 25, 1954, in 19 F.R. 5394 is redesignated as follows: Name: Kodiak Island, Alaska; Description: From latitude 57°28', longitude 151° 25'; to latitude 57°18', longitude 151°05'; to latitude 56°53', longitude 151°48'; to latitude 57° 03', longitude 152°08' to point of beginning. Altitude: Surface to 10,000 feet MSL. Time: 0800 to 1700 daily. Using Agency: Alaska Sea Frontier.

AMENDMENT NO. 100 to PART 608-DANGER AREAS(RESTRICTED AREAS)
(December 10, 1954)

((1) In Section 608.24, the Manhattan, Kansas, area (R-197, formerly D-197), published on July 16, 1949, in 14 F.R. 4291, on June 20, 1953, in 18 F.R. 3561, on September 10, 1954, in 19 F.R. 5861, and on October 9, 1954, in 19 F.R. 6513 is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at latitude 39°13' 00", longitude 96°49'42", thence to latitude 39°13'00", longitude 96°42'35"; thence to latitude 39°12'17", longitude 96°40'55"; thence to latitude 39°10'43", longitude 96°40'55"; thence to latitude 39°09'23", longitude 96°43'00"; thence to latitude 39°06'20", longitude 96°43'00"; thence to latitude 39°04'24", longitude 96°47'30"; thence to latitude 39°04'24", longitude 96° 52'22"; thence to latitude 39°07'54", longitude 96°49'42"; thence to latitude 39°13'00", longitude 96°49'42" to point of beginning.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, redesignated, redescribed, changed or cancelled as indicated:

DESIGNATED

(1) PEABODY, KANSAS INTSXN - the intersection formed by the back course Wichita, Kansas, ILS, and Hutchinson, Kansas, 068°magnetic OMNI radial (Victor 10).

(2) FAIRLAWN INTSXN - intersection Youngstown 260° magnetic and Cleveland 122° magnetic radials. (Formerly Falls Intersection).

(3) PINOS (VHF) INTSXN - the intersection of the 316° radial magnetic of the Fillmore, California VOR and the 050° radial magnetic of the Santa Barbara, California., VOR.

(4) HINES (VHF) INTSXN - the intersection of the 316° radial magnetic of the Fillmore, Calif., VOR and the 075° radial magnetic of the Santa Barbara, Calif. VOR.

(5) HENDERSON (VHF) INTSXN- the intersection of the 268° radial magnetic of the Fillmore, Calif., VOR and a 125° magnetic bearing to the Camarillo, Calif. LFR.

(6) MARICOPA (VHF) INTSXN- the intersection of the 136° radial magnetic (en route V-107) of the Coalinga, Calif., VOR and the 194° radial magnetic of the Bakersfield, Calif.VOR.

(7) GALT (VHF) INTSXN - the intersection of the 128° radial magnetic of the Sacramento, Calif., VOR and a 350° magnetic bearing to the Mather, Calif. "H" facility

(8) BROOKS (VHF) INTSXN - the intersection of the 275° radial magnetic of the Sacramento, Calif., VOR and the south course of the Williams, Calif. LF range.

(9) TAHOE (VHF) INTSXN - the intersection of the 037° radial magnetic of the Sacramento, Calif., VOR and a 350° magnetic bearing to the Donner Summit "H" facility.

(10) COLOMA (VHF) INTSXN - the intersection of the 037° radial magnetic of the Sacramento, Calif., VOR and the 346° radial magnetic of the Modesto, Calif., VOR.

(11) AUBURN (VHF) INTSXN - the intersection of the 022° radial magnetic of the Sacramento, Calif., VOR and the 337° radial magnetic of the Modesto, Calif., VOR.

(12) FOLSOM (VHF) INTSXN - the intersection of the 037° radial magnetic of the Sacramento, Calif., VOR and the 334° radial magnetic of the Modesto, Calif. VOR.

(13) RICE (VHF) INTSXN- the intersection of the 040° radial magnetic of the Albuquerque New Mexico VOR and the north course of the Albuquerque ILS localizer.

(14) LOMA (VHF) INTSXN - the intersection of the 342° radial magnetic of the Grand Junction, Colorado VOR and the Grand Junction ILS localizer course.

(15) HEREFORD (VHF) INTSXN - the intersection of the 116° radial magnetic of the Cheyenne, Wyo., VOR and the 360° radial magnetic of the Denver, Colo., VOR.

(16) ALBIN (VHF) INTSXN - the intersection of the 278° radial magnetic of the Sidney, Nebraska VOR and the 042° radial magnetic of the Cheyenne, Wyo., VOR.

(17) BEAR CREEK (VHF) INTSXN - the intersection of the 094° radial magnetic of the Rock River, Wyo., VOR and the 333° radial magnetic of the Cheyenne, Wyo., VOR.

(18) CARR (VHF) INTSXN - the intersection of the 118° radial magnetic of the Laramie, Wyo., VOR and the 206° radial magnetic of the Cheyenne, Wyo., VOR.

(19) CADOTT, WISCONSIN INTSXN - the intersection of the 006° magnetic radial of the LaCrosse, Wisconsin, Omnirange and the 088° magnetic radial of the Eau Claire, Wisconsin, Omnirange.

REDESIGNATED

(1) HARVEY (VHF) INTSXN- the intersection based on 268° radial magnetic of the Fill-

more, Calif., VOR and the north course of the Camarillo, Calif., LF range.

REDESCRIBED

(1) NEW ALEXANDRIA INTSXN - intersection 072° magnetic radial Pittsburgh, Pa., VOR and 025° magnetic radial Morgantown, West Virginia VOR.

CHANGE

(1) WEILER (VHF) INTSXN - the intersection of the north course of the Albuquerque, New Mexico ILS localizer and the 026° radial magnetic of the Albuquerque VOR. (this intersection was formerly named Alameda Intersection on aeronautical charts).

CANCEL

(1) McINTYRE INTSXN.

CIVL AIRWAYS, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective December 21, 1954, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Red civil airway No. 63(Battle Creek, Mich., to the United States-Canadian Border) is amended by changing the last portion to read: "That airspace over United States territory from the intersection of the north course of the Detroit, Mich., radio range and a line bearing 261° true from the Sarnia, Ont., Can., non directional radio beacon to the Sarnia, Ont., Canada non directional radio beacon."

(2) Blue civil airway No. 41 (Hartford, Conn., to United States-Canadian Border) is amended by changing last portion to read: "From the Rockland, Maine non directional radio beacon via the Bangor, Maine radio range station to the intersection of the northeast course of the Bangor, Maine radio range and the United States-Canadian Border." (Note: above adds portion between Rockland and Bangor).

(3) Blue civil airway No. 46 (Memphis, Tenn., to Paducah, Ky.) is amended to read: "From the Memphis, Tenn., radio range station via the intersection of the north course of the Memphis, Tenn., radio range and a line bearing 230° true from the Dyersburg, Tenn., non direction radio beacon; Dyersburg, Tenn., non direction radio beacon to the Paducah, Ky., non direction radio beacon."

(4) Blue civil airway No. 55 (Crestview, Fla., to Montgomery, Ala.) is amended to read: "From the Crestview, Fla., radio range station via the intersection of the north course of the Crestview, Fla., radio range and the southwest course of the Maxwell AFB,Ala., radio range to the Maxwell AFB, Ala., radio range station."

(5) Blue civil airway No 81 (Charleston, W. Va., to Akron, Ohio) is amended by changing the caption and further amended to read: "From the Charleston, W.Va., radio range station via the Zanesville, Ohio non directional radio beacon; Akron, Ohio radio range station to the intersection of the north course of the Akron, Ohio radio range and the east course of the Cleveland, Ohio range." (Note: Above change delete the portion of Blue 81 between the intersection of the southeast Sarnia, Ont., range and east Cleveland range courses and the U.S.-Canadian Border. Canada portion being deleted also. Canada has been requested to delete the Chatham Intersection as compulsory reporting point and redesignate the Ridgetown Intersection as compulsory instead of on-request).

CONTROL AREAS: (1) Blue civil airway No. 81 is amended by changing the caption to read: "(Charleston, W. Va., to Akron, Ohio)".

CONTROL AREA EXTENSIONS: (1) (Tri-City, Tenn.) is amended to read: "That airspace within a 28 statute mile radius of the Tri-City radio range lying in the east quadrant of the radio range, and the airspace south of the radio range station bounded on the northwest by Green Civil airway No. 5., on the northeast by VOR civil airway No. 53 and on the south by a line 5 statute miles south of and parallel to the 274° true radial of the Tri-City omnirange station."

(2) (Tucson, Arizona) is revoked.

(3) (Key West, Fla.) is amended by adding the following to present control area extension "and within 5 statute miles either side of the west course of the Key West radio range extending from the radio range station to a point 12 statute miles west."

(4) (Childress, Texas) is added to read: "Within 5 statute miles either side of the 182° true radial of the Childress omnirange extending from the omnirange station to a point 15 statute miles south."

(5) (Abilene, Texas) is added to read: "Within 5 statute miles either side of the 292° true radial of the Abilene omnirange extending from the omnirange station to a point 10 statute miles west."

(6) (Cotulla, Texas) is added to read: "Within 5 statute miles either side of lines bearing 140° true and 320° true from the Cotulla non directional radio beacon extending from VOR civil airway No. 17 to a point 10 s miles northwest of the nondirectional radio beacon."

(7) (Dalhart, Texas) is added to read: "Within 5 statute miles either side of the 04° true radial of the Dalhart omnirange extending from the omnirange station to a point 10 statute miles north."

(8) (Lufkin, Texas) is added to read: "Within 5 statute miles either side of the 157° true radial of the Lufkin omnirange extending from the omnirange station to a point 10 statute miles southeast, and within 5 statute miles either side of a line bearing 304° true extending from the Lufkin non directional radio beacon to a point 10 statute miles northwest."

(9) (Texarkana, Ark.) is added to read: " Within 5 statute miles either side of the 332° true radial of the Texarkana omnirange extending from the omnirange station to a point 10 statute miles northwest."

(10) (Walnut Ridge, Ark.) is added to read: "Within 5 statute miles either side of the 244° true radial of the Walnut Ridge omnirange extending from the omnirange station to a point 10 statute miles southwest."

(11) (Gage, Okla.) is added to read: "Within 5 statute miles either side of the 299° true radial of the Gage omnirange extending from the omnirange station to a point 20 miles northwest."

(12) (Wink, Texas) is added to read: "That airspace south of Wink bounded by lines beginning at latitude 31°30'00", longitude 102°47'00" thence southwestward to latitude 31° 24'00", longitude 103°01'40" thence northwestward to latitude 31°30'00", longitude 103°07' 00" and bounded on the north by VOR civil airway No. 66; that airspace northwest of Wink bounded on the east by VOR civil airway No. 79, on the south by VOR civil airway No. 16N and on the northwest by the arc of a circle lying within a 20 statute mile radius of the Wink omnirange station."

(13) (Greensboro, N.C.) is added to read: "That airspace southeast of Greensboro bounded on the south by latitude 35° 19'00", on the northwest by the Greenville-Charlotte-Greensboro control area extension, on the northeast by Red civil airway No. 104 and on the southeast by a line extending from a point at latitude 35°32'00", longitude 79°05'20" to a point at latitude 35°19'00", longitude 79°23'30"."

(14) (Myrtle Beach, S.C.) is added to read: " Within 5 statute miles either side of a line bearing 198° true extending from the Myrtle Beach non directional radio beacon to a point 10 statute miles south."

(15) (Wilmington, N. C.) is added to read: "Within 5 statute miles either side of a line bearing 337° true extending from the Wilmington non directional radio beacon to a point 10 statute miles northwest and within 5 statute miles either side of a line bearing 159° true extending from the Wilmington ILS middle marker to a point 15 statute miles southeast of the middle marker." (Note: Middle Marker located at latitude 34°15'12" longitude 77°53'50".)

(16) Five-statute mile radius zones is amended by deleting the following airport: Texarkana, Ark., Texarkana Airport.

CONTROL ZONES: (1) (Wilmington, N.C.) is amended to read; "Within a 5 statute mile radius of the New Hanover County Airport, within 2 statute miles either side of a line bearing 337° true extending from the Wilmington non directional radio beacon to a point 10 statute miles northwest and within 2 statute miles either side of a line bearing 159° true extending from the ILS middle marker to a point 12 statute miles southeast of the middle marker."

(2) (Charlotte, N. C.) is amended to read: "Within a 5 statute mile radius of Douglas Airport, within 2 statute miles either side of the south course of the Charlotte radio range extending from the radio range station to the Fort Mill fan marker, and with 2 statute miles either side of the Charlotte ILS localizer course extending from the localizer to a point 10 statute miles southwest of the outer marker."

(3) (Tampa, Fla.) is amended by adding the following portion to present control zone: "and that airspace within 5 statute miles either side of a direct line extending from the Pinellas County Airport to the Tampa International Airport."

(4) (Abilene, Texas) is amended to read; "Within a 5 statute mile radius of the New Municipal Airport, within 2 statute miles either side of the north course of the Abilene radio range extending from the radio range station to a point 10 miles north, within 2 statute miles either side of a direct line extending from the Abilene radio range station to and including a 3 statute mile radius of the Abilene AFB, within 2 statute miles either side of the 292° true radial of the Abilene omnirange station extending from the omnirange station to a point 5 statute miles west, within 2 statute miles either side of the 174° true and 354° true radials of the Abilene omnirange extending from the AFB to a point 10 miles north of the omnirange station, and within 2 statute miles either side of the 112° true radial of the omnirange extending from the omnirange station to the New Municipal Airport 5 statute miles radius zone.

(5) (Fort Smith, Ark.) is amended by adding the following to present control zone: "and within 2 statute miles either side of the 81° true course of the Fort Smith ILS localizer extending from the airport to a point 12 statute miles east."

(6) (Childress, Texas) is added to read: "Within a 3 statute mile radius of Childress, Airport and within 2 statute miles either side of the 02° and 182° true radials of the Childress omnirange extending from the 3 statute mile radius zone to a point 10 statute miles south of the omnirange station."

(7) (Cotulla, Texas) is added to read: "Within a 3 statute mile radius of Cotulla Airport within 2 statute miles either side of a line bearing 320° true extending from the Cotulla non directional radio beacon to a point 10 statute miles northwest, and within 2 statute miles either side of the 265° true and 85° true radials of the Cotulla omnirange extending from the 3 statute miles radius zone to a point 10 statute miles east of the omnirange station."

(8) (Dalhart, Texas) is added to read: "Within a 3 statute mile radius of Dalhart Municipal Airport, within 2 statute miles either side of a line bearing 132° true extending from the Dalhart non directional radio beacon to a point 10 statute miles southeast and within 2

statute miles either side of the 184° and 04° true radials of the Dalhart omnirange extending from the airport to a point 10 statute miles north of the omnirange station."

(9) (Lufkin, Texas) is added to read: "Within a 3 statute miles radius of Angelina Airport, Lufkin, Tex., within 2 statute miles either side of a line bearing 157° true extending from the airport to a point 14 statute miles southeast, and within 2 statute miles either side of a line bearing 304° true extending from the Lufkin non directional radio beacon to a point 10 statute miles northwest."

(10) (Texarkana, Ark.) is added to read: "Within a 5 statute mile radius of the Texarkana Municipal Airport, within 2 statute miles either side of the 332° true radial of the Texarkana omnirange extending from the omnirange station to a point 10 statute miles northwest, and within 2 statute miles either side of the north course of the Texarkana radio range extending from the radio range station to a point 10 statute miles north."

(11) (Walnut Ridge, Ark.,) is added to read: "Within a 3 statute mile radius of Walnut Ridge Airport and within 2 statute miles either side of the 244° true radial of the Walnut Ridge ominrange extending from the omnirange station to a point 10 statute miles southwest."

(12) (Hobart, Okla.) is added to read: "Within a 3 statute mile radius of Hobart Airport and within 2 statute miles either side of a line bearing 183° true extending from the airport to a point 12 statute miles south."

(13) (Brunswick, Ga.) is added to read: "Within a 5 statute mile radius of NAAS Glynco, Brunswick, Ga., and with 2 statute miles either side of the northeast course of the Glynco (Navy) radio range extending from the radio range station to a point 10 statute miles northeast excluding the portion which overlaps the McKinnon Airport control zone, Brunswick, Ga."

REPORTING POINTS: (1) Green civil airway No. 3 (San Francisco, Calif., to New York, N.Y.) is amended by deleting the following reporting point: "the intersection of the southwest course of the New York (LaGuardia) N.Y., radio range and the northwest course of the Floyd Bennett, N.Y. (Navy) radio range."

(2) Blue civil airway No. 81 is amended by changing the caption to read: "(Charleston, W. Va., to Akron, Ohio)."

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective December 21, 1954, minimum en route IFR altitudes are amended as follows:

From	To	Min Alt.
(1) Green civil airway No. 5, is amended to read in part:		
Sulphur Springs, Tex.(LF/RBN)	Redwater,(Int), Tex.	1,700
Redwater (Int), Tex.	Texarkana, Ark.(LFR)	1,800
(2) Amber civil airway No. 4, is amended to read in part:		
Clifton (Int), Tex.	Stadium (Int), Tex.	2,100
(3) Red civil airway No. 1, is amended to read in part:		
Baker, Oregon (LFR)	Boise, Idaho (LFR)	9,000
Payette, Idaho (FM)	Boise, Idaho (LFR) (SE-bound only)	5,500
(4) Red civil airway No. 31, is amended to read in part:		
Rapid City, S.Dak. (LFR)	Int. E crs. Rapid City (LFR) & SW crs. Pierre, S. Dak. (LFR)	4,400
Int. E crs Rapid City (LFR) & SW crs Pierre, S. Dak. (LFR)	Pierre, S. Dak. (LFR)	3,500
(5) Red civil airway No. 46, is added to read:		
U.S. Canadian Border	Minot, N. Dak. (LFR)	4,000
Minot, N. Dak. (LFR)	Jamestown, N. Dak. (LFR)	3,400
(6) Blue civil airway No. 13, is amended to read in part:		
Shreveport, La. (LFR)	Texarkana, Ark. (LFR)	1,800
(7) Blue civil airway No. 68, is amended to read:		
Midland, Tex. (LFR)	Midland (Int), Texas	4,000
(8) VOR civil airway No. 3, is amended to read in part:		
Brunswick, Ga. (VOR) Direct or E alter.	Savannah, Ga. (VOR) Direct or E alter.	1,500
Savannah, Ga. (VOR) Direct or W alter.	Charleston, S. C. (VOR) Direct or W alter.	1,200
Miami, Fla. (VOR)	West Palm Beach, Fla. (VOR)	1,500
(9) VOR civil airway No. 4, is amended to read in part:		
Baker, Oregon (VOR)	Boise, Idaho (VOR)	9,000
Payette, Idaho (FM)	Boise, Idaho (VOR) (SE-bound only)	5,500
(10) VOR civil airway No. 7, is amended by adding:		
Nashville, Tenn. (VOR)	Lewisburg (Int), Ky.	*4,600
*2,500' - Minimum terrain clearance altitude		
Lewisburg (Int), Ky.	Evansville, Ky. (VOR)	*3,000
*2,500'-Minimum terrain clearance altitude		
(11) VOR civil airway No. 12, is amended to read in part:		
Pittsburgh, Pa. (VOR)	*Latrobe (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at Latrobe (Int), E-bound		
Latrobe (Int), Pa.	Altoona (Int), Pa.	4,500
Altoona (Int), Pa.	Harrisburg, Pa. (VOR)	4,000
(12) VOR civil airway No. 13, is amended to read in part:		
Shreveport, La. (VOR)	Texarkana, Ark. (VOR)	1,800
(13) VOR civil airway No. 14, is amended to read in part:		
Neosho, Mo. (VOR)	Springfield, Mo. (VOR)	2,400
Via N alter.	Via N alter.	2,500
Via S alter.	Via S alter.	2,600
(14) VOR civil airway No. 15, is amended to read in part:		
Little Elm (Int), Texas	Sanger (Int), Texas	
Via W alter.	Via W alter.	*2,400
*1,800' - Minimum terrain clearance altitude		
(15) VOR civil airway No. 27, is amended to read in part:		
Salinas, Calif. (VOR)	Lightship (Int), Calif.	5,000
Lightship (Int), Calif.	Ukiah, Calif. (VOR)	6,000
(16) VOR civil airway No. 42, is amended to read in part:		
Atwater (Int), Ohio	Sebring (Int), Ohio	*3,700
*2,500' - Minimum terrain clearance altitude		
(17) VOR civil airway No. 114, is amended to read in part:		
Wichita Falls, Texas (VOR)	Sanger, (Int), Texas	
Via N alter.	Via N alter.	*2,700
*2,500' - Minimum terrain clearance altitude		
Sanger (Int), Texas	Little Elm (Int), Texas	
Via N alter.	Via N alter.	*2,400
*1,800' - Minimum terrain clearance altitude		
Little Elm (Int), Texas	Dallas, Texas (VOR)	
Via N alter.	Via N alter.	2,000
Dallas, Texas (VOR)	Gregg County, Texas (VOR)	2,300
Gregg County, Texas (VOR)	Shreveport, La. (VOR)	1,800

✓ AL 320 ILS CHART CORRECTION: Add the following Caution Note to AL 320 ILS Philadelphia International Airport, Pennsylvania Chart dated November 26, 1954: "500-1 straight-in ILS minimums required when glide slope is inoperative."

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albany	Milwaukee	WAC 216
Butte	Twin Cities	WAC 217
Casper	Detroit Local	RC 2209
Detroit	San Juan Local	RC 2210
Green Bay	WAC 215	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Elko	11-17-54	Sacramento	11-22-54	WAC 137	11-22-54
Mt. Shasta	11-12-54	Salt Lake City	11-18-54	WAC 139	11-18-54
Pocatello	11-18-54	San Diego Local	11-18-54	WAC 363	11-12-54
Reno	11-12-54	San Francisco Local	11-18-54	WAC 405	11-17-54

Instrument Flight Charts

released since November 8, 1954

AL 60	RNG	NAS New York/C.G.A.S. Brooklyn (Floyd Bennett)		
AL 293	RNG	NAS Alameda	AL 346 VOR	Reno Airport
AL 347	RNG	Byrd Field	AL 449 VOR	Palm Beach AFB
AL 522	RNG	Barre-Montpelier Airport	OP 47	Webb AFB
AL 665	RNG	Merced Airport	RF/VOR 2	
AL 756	RNG	General Lyman Field	RF Hawaiian Islands	
AL 895	RNG	Sewart AFB	RF Terminal Area-Detroit, Philadelphia, Seattle	
AL 910	RNG	NAS Memphis		
AL 895	ADF	Sewart AFB	RF-VOR Terminal Area - Detroit	
			RF U.S. Check List	

NEW CHARTS

AL 48	ILS-2	Billings, Montana	Billings Airport
AL 804	ILS-2	Baltimore, Maryland	Friendship International Airport
OP 985		McAllen, Texas	Miller Airport

DISCONTINUED CHARTS

AL 572	RNG	Greenville, Mississippi (Procedure Cancelled - USAF 11-12-54)	Greenville AFB

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (10-25)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV twr erected 6.1 n mi SSE (158°T) at lat 33-29-06; long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends.
✱BIRMINGHAM ARPT-TOWER: Nov 24, Radar GCA surveillance apch to Rnwy 8 discontd.
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)
**CHICKASAW ARPT: Abandoned. (10-1)
EUFAULA-WEEDON ARPT: Material and const equip. on N/S Rnwy 1200' usable rnwy on either end E/W Rnwy - Caution. (11-15)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
HUNTSVILLE-RADIO: VOR radials 20°-70°, 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE -RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
**MONTGOMERY-DANNELLY FLD. 823' (1483'MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Rnwys 3-21 and 15-33 closed. Dips in E/W Rnwy 1500' from E end. (7-19) Use right hand traffic pattern Rnwy 9. (8-23) Acft lndg and taking off are cautioned to avoid the Maxwell AFB traffic pattern and control zone. (9-23) Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard Hangar. (10-8)
**TUSCALOOSA-VAN DE GRAAFF ARPT: Flashing lgt in wind cone lctd in seg circle utilized sunset to sunrise to indicate weather below VFR minimums. (11-25) 200' (413' MSL) micro wave twr erected 3.5 n mi SE (123°T) at lat 33-12-33; long. 87-32-57. 200' (900' MSL) lgtd micro wave twr erected 17.5 n mi NE (60°T) at lat 33-22-06; long. 87-18-54. (11-11)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' bevond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000. (6-30)
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)
KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.
TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. (12-23) USAF UHF/DF unreliable 170-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: FAYETTEVILLE ARPT: Men and equip on fld daylgt hrs. (8-13)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (3-10)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. Nov. 8, commun facs subject to short periods of interruption without notice until approx Dec 20 - modernization. (11-23)
BRAWLEY ARPT: E/W Rnwy clsd - construction. (4-30)
CORNING ARPT: Closed winter months. (11-11)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable. (10-29)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (5-29)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

(11-30-54)

CALIFORNIA: FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt operns only. Entire fld closed for ngt operns. Hazard marked. (11-17)
GASQUET ARPT: N side of strip clsd-const.
KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19)
LONG BEACH-EAST LONG BEACH ARPT: Caution-const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.
LOS ANGELES INTERNATIONAL ARPT-TOWER: About Nov. 29, ASR will be shut down for approx 4 months - modernization. (10-18) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4)
**MARYSVILLE-CHEIM ARPT: Abandoned. (11-4)
NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)
OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)
ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)
ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.-(5-26) ILS LMM unreliable for navigational purposes beyond 5 s mi due interference Oxnard AFB H fac. (11-17) About Dec 10, ILS LMM and twr freqs will be changed to 215 kc.
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.
PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)
RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (7-28)
★SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'. Correct LF rng lat 38-29-15, long. 121-31-21. Correct VOR lat 38-26-38, long. 121-33-02. (11-24)
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)
CALIFORNIA: SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Dec. 15 - modernization and move to new twr. (11-1) FLD: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. A hump of 5" rise in 75' developed across rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20) Effect. Oct. 18, tfc will be operg simultaneously on Victor 107 and Victor 25/27E in vcnty of San Francisco VOR, even though the center line of these arwys is 8.5 s mi apart. The usual dist. rqrd between the center line of two VOR Airways before lateral separation is considered to exist is 10 s mi. However due to the proximity of the Oakland VOR and San Francisco VOR facilities and the quality of the reception from these facilities, a waiver has been granted for this deviation from the 10 s mi requirement. Tfc information will be exchanged between any two aircraft simultaneously operg on Victor 107 and Victor 25/27E when the acft do not have time or altitude separation. In this connection, pilots should note that Victor 107 was recently realigned from Coalinga - San Francisco to Coalinga - Oakland. (10-14)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-29) VOR has occasional interference. Caution advised. (10-11)
** SANTA CRUZ-CAPITOLA ARPT: Closed. (11-3)
SANTA MONICA ARPT: TVOR structure 16' high 900' W and 170' N apch end Rnwy 3. (11-18)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/[illegible] trng status only. (6-24)
COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)
LENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
KREMMLING ARPT: Closed-construction. Emergency lndg of lgt acft may be made on N shoulder on E half of rnwy. (7-27)
PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53; long. 104-18-00, conducting demolition work-days.
**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat 40-38-05; long. 103-08-15. (9-15)
CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)
EAST HARTFORD-RENTSCHLER ARPT: Rnwy 4-22 closed daylgt hrs. (11-18)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.
DELAWARE: DOVER-SUNGLOW ARPT: Effect. March 1, 1955 fld will be abandoned. (11-16)
GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
WILMINGTON-NEW CASTLE COUNTY ARPT: Caution lndg jet interceptor acft using tactical left hand overhead apchs at 1500' MSL. Conventional acft traffic pattern altitude 1000' MSL. Jets use two longest rnwys only. Two-way rdo rq'rd. (11-25)

DIST. OF COLUMBIA: ✱WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10) Correct TVOR lat 38-51-34, long. 77-02-12. (11-23

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.

FLORIDA: **ASTOR PARK-SELLERS LAKE ARPT: Abandoned. (11-18)

CROSS CITY ARPT, 58, MEM-TPA: Unlgtd trees penetrate standard apch zone to Rnwy 31-use caution at ngt. (10-20)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18) Nov 15, VOR shut down for approx 45 days - modernization and installation of loop antenna array.

**HOLLYWOOD ARPT: Abandoned. (10-14)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)

JACKSONVILLE-IMESON ARPT-TOWER: ASR will continue to issue distance values in statute mi in connection with radar control. (11-10)

**KEY WEST: Warning Area W-465 estab in following amended described area: Beginning at lat 24-40, long. 81-02; E to lat 24-40, long. 80-25; S to 23-30, long. 80-25; W to lat 23-30, long. 81-55; NE to lat 24-40, long. 81-02 to point of beginning. Altitude: 21,000' to unlimited. Time of use: Sunset to Sunrise. Activities Conducted: Airborne intercept training. Using Agency: NAS, Key West, Fla. Effective Date: July 20, 1954. (11-2)

KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed striaght out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air carrier operns into Meacham Fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)

**LAKELAND-LODWICK ARPT: Rnwy lgts on prior req to 2400 only. (10-13)

✱MELBOURNE-RADIO: LF rng coordinates are: lat 28-08-18, long. 80-38-45. (9-9)

MIAMI: Flights thru D-169 prohibited below 25,000' - days.

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20 th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

**OCALA-TAYLOR FLD: 35' TV antenna lctd 300' from NW end of Rnwy 11. (10-5)

ORLANDO-RADIO: VOR and DME usable dist 35 n mi at min en route alt. (10-22)

**ORLANDO ARPT: 177' (276' MSL) lgtd rdo twr erected atop Sou Bell office bldg. 1.7 n mi W (263° T) at lat 28-32-34, long. 81-22-38. (11-19)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN ARPT: 64' lgtd bcn twr S side of fld at lat 30-12-24, long. 85-41-00

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on arwys, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

FLORIDA: ST. AUGUSTINE ARPT: Effect Oct 12, arpt clsd xcpt Rnwy 6-24 for emerg opern.

ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt. (6-16)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)

TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (10-28)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

TAMPA INTERNATIONAL ARPT-TOWER: ILS glide slope operg on test basis until approx Nov 29. (11-25)

TAMPA-KNIGHT ARPT: 1055' MSL TV twr temp obst lgtd being erected 11 n mi (115° T) at lat 27-50-26, long. 82-15-47. (11-22)

TAMPA RADAR APPROACH CONTROL CENTER: Nov 22, surveillance radar shut down indefinitely - modernization. (11-28)

VERO BEACH-RADIO: VOR and DME coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3° T) at lat 26-49-07, long. 80-04-30. (8-12) All rnwy lgts inop. (10-30)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.

ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt aircarrier operns. (10-18)

ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn.

**ATLANTA-FULTON COUNTY ARPT: 450' (1550' MSL) lgtd TV antenna erected 5.9 n mi E (82° T) at lat 33-47-36, long. 84-24-22. (8-14)

BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmtd svcg and facs trans mil acft 0700-1700 Mon thru Fri only. Inten student trng 25 mi radius. (2-23)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (1-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)

DUBLIN ARPT: Bcn and rnwy lgts inop. (10-7)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

MACON-COCHRAN FLD: Arpt bcn inop. (11-4)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.

SAVANNAH-SCOTT ARPT: ESE/WNW strip under const. (7-13)

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)

IDAHO: BOISE AIR TERMINAL-TOWER: NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)

BURLEY ARPT: Lgtd pile driver with top 65' above water operg in Snake River in apch lane approx 800' from end of Rnwy 24. (11-22)

**FISH LAKE USFS ARPT: Closed until June 1955. (10-4)

MALAD CITY-RADIO: VOR usable dist 0°-20° and 50°-60°, 35 n mi at 12,000'. (3-9)

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Trng status. (7-7)

MOUNTAIN HOME ARPT: Bcn and fld lgts inop.

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)

IDAHO: TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)

TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - caution. (9-3)

ILLINOIS: **ARLINGTON HEIGHTS-ARLINGTON ARPT: Abandoned. (11-1)

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)

BENTON ARPT: Caution- new N/S rnwy under const. (10-5)

CHAMPAIGN-UNIV OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)

CHICAGO-RADIO: LF rng has multiples on NW course. (o-15)

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 knots, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 knots and/or gusts above 20 knots, clsd to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 knots clsd to all acft. Equip E side of rnwy. (10-13) 2-way rdo rqrd ngts.

CHICAGO-MIDWAY ARPT-TOWER: TVOR operg on test basis, to be cmsnd about Dec 10. Freq: 116.2 mc. Not to be used for navigation. Disregard spurious radiation. (11-10) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

**DANVILLE ARPT: Abandoned. (10-4)

**DE KALB ARPT: Beacon commissioned. (10-11)

**DIXON ARPT: Longest rnwy & fac: h28-S5-U. Two rnwys. (10-22)

**FREEPORT-HILLCREST ARPT: Abandoned. (10-20)

JACKSONVILLE MUN ARPT: NW/SE rnwy closed, repairs. Arpt clsd ngt operns. (11-23)

KEWANEE ARPT: Arpt closed - under const. (10-19)

LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long 88-08; 12 n mi NNW (340°T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', Not mrkrd or lgtd. To be completed Dec 1, 1954. (5-27)

**MAHOMET-SANGAMON VALLEY ARPT: Delete from Directory of Airports. (10-12)

MARION AIRPARK: Closed. (7-12)

**MOLINE-QUAD CITY ARPT: Due to non-visibility, twr unable to ctl taxiing tfc on 1000' of W end of taxiway to W end Rnwy 9. (10-21)

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)

**WOOD DALE-MOODY-WOODDALE ARPT: Reinstated. Lctd 1.3 s mi NNE. Elev: 698'. Lat 41-58-45, long. 87-58-15. Type: L. 4 rnwys. Lngst rnwy and fac: 27. Remarks: Acft over 3500 lbs prohibited. Closed week-ends. (10-4)

INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constr extending across the southern edge of Allen County, Ind in a southeasterly direction from a point in Huntington Co., near the Allen Co. line to the Ohio state line 8.7 n mi SW of Ft. Wayne. Work to be completed Jan 1, 1955. Will not be marked or lighted. (7-6)

AUBURN ARPT: 856' (1723'MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-09; long 85-03-15. (7-13)

CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)

DYER-TRIANGLE ARPT: E/W Strip clsd -const.

EVANSVILLE-DRESS MEMORIAL ARPT: Dec 1 - 31, N/S Rnwy will be unlgtd and closed to ngt opern; open daytime during this period. Caution - const along edges. (11-22)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800'- daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. (6-18)

FORT WAYNE-SMITH FLD: Caution - constr all rnwys. Clsd ngts. (6-30)

GARY ARPT: Generating stn bldg under const 6600' N at lat 41-38-20, long. 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748'MSL) lgtd smoke stack. (5-17)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IEX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld.

INDIANAPOLIS ARPT: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Rnwy 4-22 slippery when wet - braking action poor. (3-19) Due to non-visibility, twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)

**INDIANAPOLIS-SHANK ARPT: Unlgtd 20' pole line being constd on E side of road along the E bndry of arpt. (10-20)

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 85-36-46.

MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to 5 n mi from stn.

TERRE HAUTE-HULMAN FLD: NE/SW Rnwy clsd. NE and SE Taxiway clsd from SE apch end to intsxn NE/SW Rnwy. (11-15)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800 -1700, xcpt Suns., holidays. Area boundary: N-lat 40-26-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.

**FAIRFIELD MEMORIAL ARPT: New fld. Type P. Lctd lat 40-59, long. 91-56, one S mi SE. Elev: 780'. Two turf strips: 150 x 2600 and 150 x 1950'. Fl; Sl. (11-11)

INDEPENDENCE ARPT: N/S strip closed. (4-9)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)

SIOUX CITY-RADIO: DME coverage 77 103°,35 n mi;172 244°,26n mi at min enroute alt.

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in fron of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd twr 5.2 n mi ENE (68°T)

WATERLOO-RADIO: About Dec 22, combined stn/twr will be cmsnd at Municipal Arpt. Trans: 278kc; 119.3, 121.5, 121.9, 122.2, 126.7, 135.0, 135.9 mc. Rcvg: 3023.5 kc; 119.3, 121.5, 121.9, 122.1, 122.5, 126.7, 135.9 mc. About Jan 17, 1955, UHF freqs will be cmsnd. (11-29)

**WATERLOO ARPT: Unicom Stn 122.8 mc discontd. (10-19)

KANSAS: ARKANSAS CITY-STROTHER AUX #2ARPT: Work on erection of P-line varying from 12' to 25' above ground and surrounding arpt. (10-13)

AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)

COFFEYVILLE ARPT: Caution-const. Men and equip on fld. (3-25)

DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2-1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. E. 3000' E/W rnwy remains open. (11-5)

GREAT BEND ARPT: 1006' TV twr under const 5.6 n mi NE (56°T) at lat 38-25-54, long. 98-46-24. (9-17) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period, controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (9-15)

HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd. (11-25)

KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)

OTTAWA ARPT: Use turf strips with caution. (11-1)

KANSAS: PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)
SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)
SATANTA ARPT: Closed. (3-29)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (4-29)
**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat. 37-46-54; long. 97-31-10. (10-18)
WICHITA ARPT: 128' lgtd steel water tank being erected December, 1954 lctd 0.4 n mi ESE of SE corner of arpt., at lat. 37-38-34; long. 97-24-45. (11-8)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119 5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
COVINGTON-RADIO: About Nov 29, VOR freq will be changed to 115.4 mc. (11-3)
DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S strip in use located W of closed N/S strip. (10-9)
**DAVID-PERMEL ARPT: Abandoned. (10-14)
EMINENCE-GILTNER FLD: Effect. Mar 1, 1955, fld will be abandoned. (10-26)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Ky.) plant is processing highly inflammable & explosive compressed gas. Acft warned to avoid flying this vcnty.
**LEXINGTON-BLUE GRASS ARPT: 205' lgtd rdo twr erected 21 n mi E (95°T) at lat. 38-00-46, long. 84-09-38. Due to non-visibility twr unable to ctl tfc on ramp area adj to Term. Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in the pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
YORK-RADIO: About Dec 1, VOR will be cmsnd. Freq: 116.0 mc. Ident: YRK. Lctd at lat 38-38-40, long. 82-58-41. Bear. & dist to Raven Rock Arpt: 322°, 5.4 n mi. Variation: 1°W. Monitoring category (I). Monitored from Huntington, W. Va. INSACS. Elev. 1060' Class: VORW. (11-10)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat. 31-18-22; long. 92-24-56. (7-25)
**BATON ROUGE-EAST BATON ROUGE PARISH ARPT: Bcn and bndy lgts prior req. only.
BATON ROUGE-RYAN ARPT-TOWER: Effect. Dec 1, apch ctl serv will be inaugurated. Voice Call: Baton Rouge Apch Ctl. Trans& rcvr 118.3 mc apch ctl and lcl ctl. 121.9 mc gnd ctl. FLD: Rnwy 13-31 unlgtd. S taxiway between Rnwys 35-31 closed.
**BOSSIER CITY-RAINBOW ARPT: (Formerly carried as Shirley Arpt.) NW/SE Strip perm. closed. (10-30)
**EUNICE-SALTER ARPT: 303' (348'MSL) lgtd rdo twr erected .8 n mi NNE (20°T) at lat. 30-30-00; long. 92-25-44. (11-15)
HAMMOND ARPT: Beacon inoperative. (5-25)
**MANY-HART ARPT: 383' (838'MSL) lgtd rdo twr erected 3.5 n mi E (84°T) at lat. 31-32-45; long. 93-25-10. (11-19)
**MINDEN ARPT: Abandoned. (1.5 s mi W). (10-18)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)
NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inoperative. (10-22)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

LOUISIANA: NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)
SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution. (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S rnwy.
WELSH ARPT: E/W rnwy closed - repairs. (9-28)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-250°, 26 n mi; 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi. (4-15)
MILLINOCKET ARPT: Caution-apron hazardous-broken pavement, patches. (9-8)
PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 240°-30°, 30 n mi at min instr alt. All courses within tolerance.
RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE Strip rough.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)
BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end Rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W Taxiway and Rnwy 10.
BALTIMORE-HARBOR ARPT: Nov 17 - Dec 17 Rnwy 14-32 will be closed. (11-17)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000', 350°-15° at 3000'. (9-22)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)
BOSTON-BEDFORD-(HANSCOM) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)
BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction rnwy 4L and lndgs in S westerly direction rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE Takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29)
BOSTON-NORWOOD MEMORIAL ARPT: NNW/SSE rnwy clsd. (10-25)
BOSTON-REVERE ARPT: Lgtd 40' boom - working end rnwys 13 and 15. (7-23)
EASTON-AMES FLD: Equip. on fld. (8-13)
**MARSHFIELD ARPT: Lngst rnwy and facs; 23-S1-U. (10-6)
**METHUEN-MERRIMACK VALLEY SKYPORT: Unicom 122.8 mc avail. (10-6)
NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle. (7-21)
NEW BEDFORD ARPT: Men & equip. on rnwys. 3 medium int. rnwy lgts NE side Rnwy 14-32 inoperative.
**ORLEANS ARPT: New arpt: Type: P. Lctd 1.1 s mi W. Elev. 25', one rnwy 1500', 80 oct. (11-30-54)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (3-5)
BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. (10-13)
BIG BEAVER ARPT: N/S Strip not maintained. (8-26)
**CADILLAC ARPT: 1202' (2988' MSL) lgtd twr erected 8.2 n mi SSE (153°T) at lat. 44-08-12; long. 85-20-33. (11-4)
**CLIO-WEST'S ARPT: 200' TV twrs lctd 2.6 n mi NE perm. removed. (11-11)
DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11)
**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat. 42-28-59; long. 83-12-20. (7-23) Due to non-visibility twr unable to ctl tfc on 250' of rnwy at apch. end Rnwy 2.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)
GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const.-clsd. (11-14)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (3-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**GRAYLING-MASONS ARPT: Closed. (11-22)
**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-49. (7-18)
LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21) VOR has counterclockwise errors up to 1.3° in excess of tolerance between azimuth angle 46°-86° and between 128°-168°. (11-1)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
**LORETTO-NORWAY TOWNSHIP ARPT: Abandoned. (9-28)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt (8-27)
**MUSKEGON-NORTHSIDE ARPT: Closed. (9-28)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)
TECUMSEH ARPT: New arpt under const, 4 n mi NE at lat. 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33.(9-3)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)
BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. Not to be used for navigational purposes. (10-25)
BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc Ident: BRD. Not to be used for navigational purposes. (10-25)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. About Dec 10, Z mrkr will be shut down until approx Dec 24-modernization.
**DULUTH ARPT. 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784'MSL) lgtd twr erected 4 n mi SE (140°T) at lat. 46-47-08; long. 92-07-15. (8-5) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe.
EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVAN. Not to be used for navigational purposes. (10-25)
INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. Not to be used for navigation. (10-25)
LITTLE FALLS ARPT: Closed. (9-10)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwy 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation.(10-25)
MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.
GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040° 35 n mi at 1800'.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs.(4-28)
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
**VICKSBURG, BCN SITE 38, FTW-ATL: Will be decmsnd Dec 7. (11-19)
**WALLS-SANDERS ARPT: Abandoned. (11-5)
MISSOURI: **CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat. 37-20-25; long. 89-35-21. (8-25)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)
JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28; long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat. 39-05-03; long. 94-30-57. (7-9)
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre.(6-5)
**ST. LOUIS-LAMBERT FLD: 679' TV twr erected 8.7 n mi SE (150°T) at lat. 38-37-41; long. 90-16-09.(7-16) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs round and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. (2-10)
SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)
VICHY-RADIO: About Dec 13, LF rng freq will be changed to 400 kc. (11-17)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)
BUTTE-RADIO: VOR and DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 36 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

MONTANA: ✱ HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain. Correct LF rng lat 46-36-24, long. 111-56-11. Correct VOR lat 46-36-25, long. 111-57-09. (11-23)

**LAUREL ARPT: (New) TYPE: P. Lat. 45-41; long. 108-46. Lctn: 2 s mi N. Elev: 3500. No. of rnwys: 3. Lngst rnwy & facs: 26-S1. Fuel: F1. Remarks: Use rnwys. P-line SE.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

**LIVINGSTON ARPT: Closed. (10-22)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-HALE ARPT: Unlgtd 40' bldg under const E end appch ENE/WSW Strip . (8-13)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°; 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

**POLSON ARPT: No fuel, servicing or attendant. (10-4)

ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,400'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

COLUMBUS ARPT: Caution-const. Use rnwys. (8-28)

GRAND ISLAND ARPT: Caution - men, equip on Rnwy 12-30, daylgt hrs until approx Dec.1. Caution - const approx 1000' N of S end and along W edge of ramp mrkd. (10-26)

HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips.(9-13)

LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.

LINCOLN-RADIO: About Dec 4, INSACS will be cmsnd at Union Arpt. Trans: 385 kc;121.5, 122.2, 126.7, 135.0, 135.9, 255.4 mc. Rcvg: 3023.5 kc; 122.1, 121.5, 126.7, 135.9, 255.4 mc.

**LINCOLN-ARROW ARPT: 225' grain elev 1200' long, 60' wide lctd 1.5 n mi NNE (20°T) at lat. 40-50-30; long. 96-40-30. (11-16)

**MINDEN ARPT: 24" clear and green beacon and rnwy lgts cmsnd. (11-6)

**ORLEANS-OTT ARPT: Delete from Directory of Airports. (10-25)

PENDER-LAMPE'S ARPT: Caution - strip narrow. Attended Sundays only.

**RAVENNA ARPT: Abandoned. (9-28)

SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)

SCRIBNER-STATE ARPT: S Taxiway clsd.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon th ru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

ELKO ARPT: Runway 12-30 closed - construction. (7-30)

ELY ARPT: Const on apron. (9-2)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30° , 30 n mi at 12,000; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°- 130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

NEVADA: RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 13,000'. (5-7)

RENO ARPT: Rnwy 16-34 clsd - const. Acft parked on S 3000'. (9-2)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'.(5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NASHUA-GATE CITY ARPT: Closed - construction. (4-14)

NEW JERSEY: BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to Apr 1, '55 arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

MILLVILLE ARPT: Caution - low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces.Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts - mrkd. MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

**NEW BRUNSWICK-NORTH BRUNSWICK ARPT: Maintain 300' alt over hwy in lndg Rnwy 14 and Rnwy 32. (10-14)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 100' boom lctd approx. 2000' N of NE end of Rnwy 24 lowered ngts and IFR weather. (11-12)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. (11-25)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution - lndg on Rnwy 21. (7-6) Sept thru Nov, acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5000' of rnwy may be avail for lndg. (9-3) Rnwy 8-26 clsd until Feb 15, 1955; Rnwy 17-35 clsd until Dec 15, 1954. (9-14) Restricted to acft on OFL BUS ONLY until Feb 15, 1955. (9-27)
CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req. (11-10)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)
**COLUMBUS ARPT SITE 34, PHX-FLP: No fuel avail. (10-11)
FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955, in area lctd approx 7.8 n mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310° T) at lat 32-57-28, long. 103-21-13. (9-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area, 5.2 n mi radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist. (10-28)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'. VOR has moderate scalloping SW quad.
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)
CALVERTON-GRUMMAN PECONIC RIVER ARPT: New Field. Lctd lat 40-55-09, long. 72-47-46. No. of rnwys: 2. Lngst rnwy & fac: 100-L6. This is an aircraft factory airport - not open to the public. (9-7)
**CICERO ARPT: NE/SW Strip closed. (8-5)
**DUNKIRK-WERLE ARPT: ESE/WNW Strip closed. (8-23)
ELMIRA-RADIO: VOR has roughness in all quads. (9-5)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
GOUVERNEUR ARPT: Closed until Spring 1955. (11-22)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
LAKE PALCID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
**MT. MORRIS ARPT: Abandoned. (9-30)
**NEWARK ARPT: Abandoned. (9-30)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand tectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt., N. J.
NEW YORK-FLUSHING ARPT: Caution - const. Paving N/S rnwy - land to W. (6-22)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R clsd. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control twr-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. Effect. Sept 18, Ramp spots 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect. Sept 20, ramp spot 4, closed. Men and equip - caution. (9-17) Caution - cranes with 100' booms operg durg daylgt hrs SW of Arpt. Booms lowered to 50' ngts.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of weather. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. Acft remain clear of striped area vcnty glide slope shelter at Marine Term apron. An 8 by 4' open ditch adjacent to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31. (11-26)
NEW YORK-STATEN ISLAND ARPT: Rnwy 18-36 will be closed every Tuesday from Nov 16 thru Dec 21; also Thursday Dec 23 and 30. (10-20) N/S Rnwy clsd Sat and Sun to 1200. N and NW rnwys clsd as mrkd at intsxns. Use grass for taxiing. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd - repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER ARPT-TOWER: ILS LMM unreliable due to interference indefinitely. (11-13)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lar 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Rnwy 2-20 open day time use only; length 3500'. Rnwy 10-20 open days only; caution-bilboard on apch to Rnwy 19. Rnwy 4-22 and adj taxistrips closed until final inspection and comm. Sod areas closed. (11-6)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
SYRACUSE-RADIO: VOR coverage 180°-22). 35 n mi at min en route alt. (4-20)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95° T) at lat 43-57-16, long. 75-43-45, completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
**WESTPORT ARPT: NE/SW Strip closed. (8-11)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from ctl tower. (2-1)
NORTH CAROLINA: CHARLOTTE-DOUGLASS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: 193' lgtd twr erected 3.5 n mi ENE (67° T) at lat 35-14-38, long. 80-52-08. (11-14) Ctl twr atop new admin bldg not attended. Watch old twr for lgt signals.
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Caution-land on SE 50' of NE/SW strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°. 35 n mi at min en route alt; 30°-120°, not checked. Oct 5, VOR and DME shut down until approx Dec 5 - modernization. (10-5)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)

NORTH CAROLINA: **GREENSBORO-HIGH POINT ARPT: 200' lgtd twr erected 6 n mi ESE (100°T) at lat 36-04-04; long. 79-48-27. (11 17) Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)

GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat 35-34 15; long. 77-22-49. (6-20)

HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (10-11)

**KINSTON-JACKSON ARPT: 250' (391'MSL) lgtd rdo twr erected 10 n mi SW (235°T) at lat 35-08-50; long. 77-48-42. (11-15)

RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)

WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)

WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (11-10)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26 not oper. (5-21)

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)

JAMESTOWN ARPT: 1550' MSL grain elevator under const approx 1.1 n mi SSW of SW end NE/SW rnwy full height ot be 1620' MSL within 30 days and will be lgtd. (10-21)

LANGDON ARPT: NW/SE Rnwy clsd, const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)

**VALLEY CITY ARPT: 1086' (2481'MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat 47-05-29; long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: About Dec 21, Talmadge FM on NE course LF rng will be perm de-cmsnd. (11-17)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L.

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-1)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5) Const area 300' left Rnwy 6, mrkrd day, ngt. (11-9)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk. (10-27)

**CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed remainder of Season. (10-29)

COLUMBUS-RADIO: About Dec 21, Mt. Liberty FM on NE course LF rng will be perm decmsnd. (11-17)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

OHIO: DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)

DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 128°-173° below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (10-28)

GENOA-RADIO: About Dec 6, H fac will be perm decmsnd. (10-28)

HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350° - 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)

NORTH RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Jan 5, 1955, LVOR will be decmsnd. (10-29)

TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

TOLEDO-EXPRESS ARPT-TOWER: About Jan 15, 1955, ILS will be cmsnd. Lclzr freq: 109.7 mc, with voice. Ident: TLX. Lctd 2000' from NE end of NE/SW Rnwy 7. Glide slope freq: 333.2 mc. Lctd 750' NE of SW end and 450' SE of centerline of NE/SW Rnwy 7. Glide slope angle; 2.8°. Apch bear: 69°. Elev of glide slope over MM 865'; over OM 2000'. About Jan 5, 1955, LOM and LMM will be cmsnd. LMM freq: 201 kc. Ident: LX. MM lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 219 kc. Ident: TL. OM lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (11-24) About Jan 5, 1955, Express ctl twr will be inaugurated. Concurrently Municipal ctl twr will be terminated. No change in freq or hrs of opern. (11-26)

**TROWBRIDGE: Caution Area C-471, described as follows: bounded on N by a line thru Curtice, Ohio to Renoby the Lake, Ohio, extending from the E bndry of Red 27 to Danger Area D-149, on the NE by Danger Area D-149, on the E by a direct line from the southwest corner of D-149 thru LaCarne, Ohio on the S by Green 3 and on W by Red 27. Altitude: Surface to 12,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Acrobatic and Tactical Carrier Training. Controlling Agency: NAS Grosse Isle, Mich. (10-8)

WATERVILLE-RADIO: VOR coverage 39 n mi en route alt. DME coverage 260° - 280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Ctn - new E/W Rnwy under const. Equip. on fld.

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000' 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S, completed. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

**ZANESVILLE-BRIGGS ARPT: Abandoned. (10-12)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (3-10)

ARDMORE ARPT: 96' lgtd temp derrick erected 1/2 n mi E. (11-23)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**LANGLEY-TRECO ARPT: 190' (870'MSL) lgtd rdo twr erected 10 n mi NW (325°T) at lat 36-38-05; long. 95-10-00. (11-16)

OKLAHOMA CITY-RADAR AIR TRAFFIC CONTROL CENTER: Acft operg in accordance with IFR will be afforded standard separation minimums as described in ANC/PCAT. Radar vectoring will be for trng purposes only until further advised. Ft. Worth ARTC will continue to coordinate reqs for alt reservations for above area. (11-5)

**OKLAHOMA CITY-WILEY PORT ARPT: 1572' lgtd twr lctd 3 n mi SE is completed. (9-2)

OKLAHOMA: OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting rnwy 21 to 17 closed. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion on N/S rnwy. (3-16)

**OKMULGEE ARPT: 718' (1704' MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

PONCA CITY ARPT: Lndg and departing acft shall conform to rft hand tfc pat when on southerly headings. (11-3)

**STIGLER ARPT: New field. Type: L. Lat. 35-16; long. 95-06. No. of rnwys: 2. Lctn: 3.5 s mi E. Lngst rnwy & facs: 20. (10-27)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. FLD: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265°T) at lat 36-26; long. 96-05-50. (8-25) Rnwys 17R & 21R clsd for take-offs to all tactical type acft & all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

**TULSA-CHEROKEE ARPT: Abandoned. (10-6)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140°lmtd to 32 n mi usable dist at 9000'. (4-23)

BEAVER MARSH 73, RIV-DLS ARPT: Fld hazardous - all rnwys clsd - bndry lgts inop.

EUGENE-RADIO: VOR has occasional severe scalloping, making crs line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25,ILS shut down until approx Dec 4. (11-22)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 500'; 275°-305°, 26 n mi at 10,500'. (4-23)

MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MED FORD ARPT-TOWER: VHF/DF steers unreliable in all quads below min en route alt, 40 n mi radius of Medford. (10-20) FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° & 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. O° radial on Sauvies Island, usable dist 26 n mi at 3000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23) About Dec 9 VOR will be shut down for approx 3 weeks - modification. (11-25)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. FLD: All mil tfc will make rgt hand tfc pat when lndg rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY FLD-TOWER: ILS glide slope inop, acct interfering obstns. (9-2) FLD: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

**PENNSYLVANIA ALIQUIPPA-HOPEWELL ARPT: New Field. Type: P. Lat 40-35; long. 80-17 Lctn: 2 SW Elev: 1150'. No. of rnwys: 2. Lngst rnwy & facs: 20-S5. Fuel: Fl. (4-9)

ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59; long. 75-26-08. (7-8) FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

PENNSYLVANIA: AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry-lat 40-01-00; S lat 39-59-30;; E-long. 77-47-00; W-long. 77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Jan 15, 1955, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long. 79-09-04. Variation: 6°W. Monitoring category (1). Monitored from Brookville, Pa. INSACS. Elev; 1700'. Class: VORW. (11-10)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 1140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 4400'; 240°-280°, 39 n mi at 5500'; 280°-210°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HAZELTON MUN ARPT: Bcn unlgtd. Rnwy lgts avail. only on request. (11-4)

HAZELTON-REIFENBERG ARPT: Irregularly attended - no service avail. (7-20)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

*LANCASTER-RADIO: Correct H fac lat 40-04-43, long. 76-22-07. (11-23)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end rnwy 12, mrkd days. (11-25)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (11/12)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwys 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Due to perm non-visibility, twr unable to observe tfc first 500' SW end rnwy 5-23 or Taxiway to rnwy 5 and last half mi final apch to rnwy 5. New E/W rnwy parallel to and N of rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (11-15)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: About Jan 17, 1955, ILS and neon apch lgt lane on rnwy 32 will be perm decmsnd; concurrently lclzr on rnwy 28 will be shut down for freq change to 110.3 mc. About Jan 22, 1955, ILS on rnwy 28 will be cmsnd. Lclzr freq 110.3 mc with voice Glide slope freq: 1335.0 mc. Angel 2.95°. Glide slope lctd 400' S of rnwy and 665' W of threshold, 1155' from paved end rnwy 28. Alt over OM 2950'; over MM 1380°. No change Union MHW lctd at MM site rnwy 32. FLD: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8)

READING-GENERAL SPAATZ ARPT-TCWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100&-120°, 26 n mi at 4000'; 120°-150°, 17n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**STATE COLLEGE ARPT: Unicom, 122.8 mc avail. (10-14)

WASHINGTON ARPT: E/W Strip clsd. (4-28)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

**WILKES BARRE-SCRANTON ARPT: 243' (2363' ASL) erected 11 n mi SW (217°T) at lat. 41-10-58; long. 75-52-25. (11-2) FLD: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intersxn rnwy 4-22. (11-4)

WILKES BARRE-WYOMING VALLEY ARPT: Const S & SE ends of N/S & NW/SE rnwys.

WILLIAMSPORT-RADIO: About Feb 1, 1955, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear & dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9°W. Elev: 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class. BVOR. (11-10)

RHODE ISLAND: **PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.**

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress - open trenches both sides and edges Rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

**BEAUFORT-COUNTY ARPT: Arpt now a military (U.S.M.C.) installation. (10-28)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40; long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat. 32-47-53; long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all ngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920' MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat. 34-16-13; long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Danger Area W-177 being conducted days at all altitudes.

SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)

SOUTH DAKOTA: **ABERDEEN-SAUNDERS ARPT: Rnwys rstd to acft 26,000 lbs or less.

EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat. 43-08-11; long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

**PARKER ARPT: Rnwys narrowed to 90'. (11-2)

PHILIP ARPT,SITE 31,CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

**PIERRE ARPT: Lngst rnwy & facs: h72-BL4,6-S5-W. (10-11)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy # 5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (11-12)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FLD: Due to non-visibility twr unable to ctl taxiing tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone.

**CLEVELAND-WATERLEVEL ARPT: Abandoned. (10-12)

JACKSON-RADIO: VOR usable along Green Arwy#5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses;

TENNESSEE: Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7)

**KNOXVILLE-ISLAND ARPT: 649' (2049' MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat. 36-00-13; long. 83-56-35. (11-4)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S Rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

★MEMPHIS ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. ILS glide slope relctd to 2125' from apch end of Rnwy 9. (This corrects Airgi 9-18, dated Nov 16, 1954, Page 16). (11-26)

NASHVILLE-RADIO: VOR has slight course roughness between 70°-120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat. 36-16-05; long. 86-47-18. (7-15)

**NASHVILLE-CUMBERLAND FLD: Reactivated. Lat. 36-11-45; long. 86-48-30, 3 s mi NNW. One strip NE/SW 3350' sod, 80 oct. Sto and Acft and eng rprs. Attended daylgt hrs only.

**SEWANEE-UNIV. OF THE SOUTH ARPT: New fld. Type: L. Elev: 1950'. One strip 2800'.

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat. 29-27-57; long. 95-13-24. (10-12)

**AMARILLO AIR TERMINAL ARPT: 145' lgtd grain elev. 3.0 n mi SSW completed. (11-15)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130° 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE Rnwy clsd-const. (1-28)

BROWNSVILLE-INTERNATIONAL ARPT-TOWER: About Nov 30, ILS lclzr will be shut down until approx Dec 7 - installation of new monitor equip. (11-11) About Nov. 30, ILS glide slope will be shut down until approx Jan 4, 1955 - installation new equip. (11-23)

★CHASE NAS-RADIO: Normanna FM on NW course LF rng ident changed to 4 dashes. (11-18)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All Rnwys very ruf in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only. Hangar under const near parking area E side of fld. Hvy equip. lgtd ngts. Caution advised when taxiing this area.

DALLAS-LOVE FLD-TOWER: ILS lclzr and glide slope shut down until approx Dec. 1. ASR will continue to issue distance values in statue miles in connection with radar ctl.

** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12) 1550' SE end Rnwy 13-31 not avail. for use, const. (11-19)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28) USAF H fac, aural null width over 5° at 50 n mi. (11-26)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

EL PASO INTERNATIONAL ARPT-TOWER: About Dec 7, ILS lclzr will be shut down until approx Dec 14 - installation of new monitor equip. Glide slope will be shut down intermittently durg daylgt hrs for installation and tuneup new equip. (11-12) FLD: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26,22 and 17; rgt hand to Rnwys 35,04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) (11-30-54)

Neon apch lgtg Rnwy 22 inop. (11-23)

TEXAS: EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
**HARLINGEN OLD MUN ARPT: Lctd 1.8 s mi SSW - Closed. (10-22)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civiliam Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)
LUBBOCK-RADIO: About Nov 29, LF rng and voice communs on 391 kc will be shut down until approx Dec 2 - bldg repairs. (11-15)
**LUBBOCK ARPT: 151' (3344' MSL) lgtd rdo twr erected 5.9 n mi SSW (200° T) at lat 33-33-24, long. 101-51-46. (11-20) W 300' E ramp open as taxiway; E 500' E ramp clsd to acft for cotton storage. (11-9)
LUFKIN-RADIO: DMF coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)
**MARLIN-ROGERS FLD: Abandoned. (11-17)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7)
MIDLAND AIRPARK-TOWER: Effect. Nov 2, until approx Dec 14, durg daylgt hrs on weekdays, USAF mobile tfc ctl unit will control all military and civil tfc by rdo or lgt signals on freqs: 396 kc; 121.5, 126.18 mc. Rcvg freqs: 3023.5 kc, 121.5, 122.5, 126.18 mc. Call: Airpark Twr. (11-2) FLD: Use rnwys only-no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)
**PALACIOS-MATAGORDA CLUB ARPT: Closed. (11-17)
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
POTEET ARPT: Closed - const. (11-20)
QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads.
**SNYDER-WINSTON ARPT: 145' oil derrick erected 4500' S and 420' E. (10-16)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6011)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only. (8-4)

TEXAS: WINK ARPT 18, ELP-FTW: No fuel avail. (11-25)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs Rnwys 34R and 32. Hvy acft-tfc pat W of arpt with rgt tfc for lndgs Rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi.
VIRGINIA:
CHARLOTTESVILLE-ALBERMARLE ARPT: New Field under construction. 7 s mi N, Elev: 639'. Lat 38-08-16, long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
★FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. Correct VOR lat 39-05-25, long. 78-12-01. (11-15)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
**HOT SPRINGS-INGALLS FLD: Closed Nov 13 - April 15, 1955. (11-4)
LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 n mi SW (223° T) at lat 37-11-50, long. 79-21-07. Signal for below VFR wea minimums inop ngts.
MONTBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)
NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: About Dec 20, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: NNW, with voice. Lctd 1000' from NE end of NE/SW Rnwy 6. Glide slope freq: 334.4 mc. Lctd 1250' NE ofSW end and 250' SE of centerline NE/SW Rnwy 6. Glide slope angle: 3.0°. Alt of glide slope over OM 965'. Apch bear: 64°. OM lctd 3.13 s mi from apch end Rnwy 6. LOM freq: 375 kc. Ident: NN. Operg only durg hrs 0800-2400. (11-29)
NORFOLK: Warning Area W-108 redescribed as follows: Beginning at a point at lat 38-45, long 74-53; thence due E to a point 2 n mi SW of SW bndry to ICAO Control Area #1148, thence SE paralleling said Control Area to a point 2 n mi W of the W bndry to the N. Y. Oceanic Air Traffic Control area, thence due S paralleling the western bndry of the N. Y. Oceanic Air Traffic Control Area to lat 36-33-30, thence due W to a point 3 n mi from the U. S. shoreline, thence northerly paralleling the shoreline to lat 36-49-25, long. 75-54-00; thence to lat 36-49-25, long. 75-32-00; thence due N to lat 37-08-00; thence due W to long. 75-47-00; thence northeasterly paralleling the shoreline to a point at lat 38-37-00, long. 74-59-30, thence to a point at lat 38-45-00, long. 74-53-00, point of beginning. Effective Nov 8, 1954.

VIRGINIA: NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-BYRD FLD: Due to non-visibility twr unabel to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft-shoulders rnwy 6-24. (5-6)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
TAPPAHANNOCK-RADIO: About Dec 2, LF rng will be shut down until approx Dec 7- antenna repairs. (11-9)
WASHINGTON: SPECIAL NOTICE: Unmrkd-p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 clsd to all Naval acft.
CLE ELUM ARPT: 8' fence erected across E end of E/W Rnwy-not obstn marked or lgtd.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260° 290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43, long. 122-32-32. (7-26)
PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: Nov 9, DME and VOR shut down for indefinite period-modernization.
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02, long. 122-19-13 completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld. (12-19)
TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily except Sat. and Sun. (11-16)
**TOLEDO-KELSO ARPT: Restricted to rnwys and taxiways-remainder of fld freshly plowed
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58° 26 n mi at 3000'; 270°-330°, 26 n mi at 2500' Moderate roughness all azimuths.
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat. 38-22-36, long. 81-42-04. (7-1)
WEST VIRGINIA: ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yds from Rnwy 31 on right side edge taxiway leading from ramp. (9-16)
**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat. 38-30-34, long. 83-13-09. (10-8)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
**WINFIELD-HONAKERS ARPT: Abandoned. (10-14)
WISCONSIN: SPECIAL NOTICE: Power line from Waukesha to Wauwatosa. Poles will vary from 95' to 140' above gnd and will parallel the C and NW railroad from Waukesha to a point S of and thence N to Wauwatosa. To be completed Dec 1954.
**FOND DU LAC ARPT: 345' rdo twr erected 3 n mi W (278°T) at lat. 43-47-28, long. 88-28-16. (11-20)
**HARTFORD ARPT: Closed. (11-22)
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat. 44-57-55, long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
**LONE ROCK ARPT, SITE 16, CHI-TWIN CITIES: Bcn changed from 6 clear and 6 green fpm to 12 clear fpm red course lgts reactivated falshing code no. 6, dash dot dash.
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. VHF/DF inop indefinitely. (10-22) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200°and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHIEL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S Strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: Effect Jan. 1, 1955 N/S strip (2000' x 200') will be discontd.
SIREN-BURNETT COUNTY ARPT: All lgtg fac inop. (10-1)
**STONE LAKE-SAND BEACH ARPT: Closed. (10-16)
WOODRUFF-ARBOR VITAE-RADIO: From Nov 5, 1954 to May 1, 1955, all rdo facs will be operd on req basis. (11-4)
WOODRUFF-ARBOR VITAE ARPT: Nov 5, 1954 to May 1, 1955, arpt will be attended and services on a req basis. (11-4)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
CHEYENNE ARPT-TOWER: All components, xcpt LOM of ILS inop indefinitely. (11-16) FLD: Clsd to transient jet acft xcpt in emerg. E/W rnwy 9300' with usable length 9100'.
**DOUGLAS ARPT: ENE/WSW strip perm. discontinued. (11-9)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000';225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000';160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: Nov 15, ILS shut down for approx 3 weeks-modernization.(11-15)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd- marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

(11-30-54)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial, (b) certified check points on the airport surface, or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Oct. 19, 1954, check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES. *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI Airport
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Corpus Christi, Texas, Cliff Maus
Columbia, Mo.
Columbia, S. C.
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso International
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Garden City, Kans., New Garden City
Goodland, Kans.
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N.Mex., Lea County
Hoquiam, Wash., Bowerman
Houston, Texas, Ellington AFB (Houston VOR)
Imperial, Nebr., 17A, DEN-GRI
LaJunta, Colo.
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Los Angeles, Calif., Los Angeles International
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
McComb, Miss., Pike County
Meridian, Miss. Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul International (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Nebr.
Ontario, Calif., Ontario International
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Pittsburgh, Pa., Greater Pittsburgh
Portland, Oregon, Portland International
Prescott, Ariz.
Presque Isle, Maine, AFB
Raleigh, N. C., Raleigh-Durham
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., San Francisco International
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Tucson, Ariz.
Tyler, Texas, Pound Field (Quitman VOR and Sulphur Springs VOR)
Utah, Calif.
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wilkes Barre, Pa., Wilkes-Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

AIRBORNE - Out of alphabetical order

Chadron, Nebr., 15, CYS-HON
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Wichita, Kans., Municipal

Out of order-continued

Galveston, Texas, Municipal
Ardmore, Okla., AFB
Terre Haute, Ind., Hulman Field
Butler, Mo.
Farmington, Mo.
Massena, N. Y., Richards Fld.
Plattsburg, N.Y., Municipal
Hutchinson, Kansas, Municipal
Decatur, Ala., Pryor Field
Gage, Oklahoma
Lamoni, Iowa
Salinas, Calif.
Centralia, Illinois
Vichy, Missouri
Waldo, Kansas
Phoenix, Ariz.

GROUND

Aberdeen, S. Dak. (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., 58, MEM-TPA
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Dyersburg, Tenn.
Erie, Pa., Erie-Port Erie
Fayetteville, Ark.
Florence, S. C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kansas, New Garden City
Grand Island, Nebr.
Greensboro, N. C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Laramie, Wyo., Brees Field
Las Vegas, Nev., McCarran Field
Little Rock, Ark., Adams Field
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Midland Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Field
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Mich., Muskegon County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Pa., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N. Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas County International
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, International
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N. Y., Hancock
Tallahasse, Fla., Dale Mabry
Terre Haute, Ind., Hulman
Texarkana, Ark.
Thermal, Calif.
Toledo, Ohio, Municipal
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Field
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D.C., Washington National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

GROUND - Out of alphabetical order

Eau Claire, Wisc.
Green Bay, Wisc., Austin-Straubel
Lansing, Mich., Capital City

Out of order-continued

Mason City, Iowa, Municipal
Marfa, Texas, Marfa Alpine
Allentown, Pa., Allentown-Bethlehem Easton Airport
Kansas City, Mo.
South Bend, Ind., St. Joseph Co.
Springfield, Mo., Municipal
Detroit, Mich., Willow Run
Duluth, Minn.
Binghamton, N.Y., Broome County
Savannah, Ga., Travis Field
Tampa, Fla., International
Sioux Falls, S. Dak., Municipal

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT PROCEDURE NO	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN ALT	PROCEDURE TURN SIDE OF FINAL APCH CRS OUTBND AND INBND ALTITUDES LIMITING DISTANCES	MIN ALT OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BATON ROUGE, LA. Ryan Airport 70 BVOR - BTR Procedure No 1 Amendment No 1 Effective date 1/8/55 Supersedes Amdt Original, 2/26/52 Major Changes Changes Arpt name Raises altitude over facility on final and landing minima. Revises missed approach procedure.	Baton Rouge LFR	217 8 0	1500	S side of crs 244 outbnd 064 inbnd 1200 within 10 mi (Beyond 10 mi NA.)	900	064 8.8	2 Engine or less T-dn C-dn A-dn More than 2 engines T-dn C-d C-n S-4 d n A-dn	300-1 800-1 800-2	300-1 800-1 800-2 200-0.5 800-1.5 800-2 800-1 800-2 800-2	Within 8 8 mi climb to 1400 on radial 064 within 25 mi.
BELLINGHAM, WASH. Bellingham Airport 158' BVOR - BFI Procedure No. 1 Effective date 1/1/55 Amendment No. 1 Supersedes Original dated 10/30/52 Major Changes. New Format Delete unnecessary notes, revise missed approach radial for improved terrain clearance.	Intersection East course Vancouver LFR and 328° radial BLI-VOR	148 19.0	2000	W side crs 328 outbnd 148 inbnd 2000 within 10 mi. (NA beyond 10 mi.)	2000	148 10.2	2 Engine of less T-dn C-dn A-dn More than 2 engines T-dn C-dn A-dn	300-1 800-1 800-2	300-1 800-1 800-2 200-0.5 800-1.5 800-2	Within 10.2 mi. turn right climb to 4000' outbnd on BLI-VOR 155° radial within 25 miles of BLI-VOR.
	Intersection west course Abbotsford LFR and 328° radial BLI-VOR.	148 6 0	2000							
	BLI-LFR	340 6.0	2000							
	Abbotsford LFR	195 6.0	2000							
	Maple Ridge Intersection	161 20.0	2000							
LUFKIN, TEXAS Angelina Co. Airport 290 BVOR - LFK Procedure No. 1 Amendment No. 2 Effective date. 1/1/55 Supersedes Amdt. No. 1 dated 4/18/54 Major Changes. Corrects outbnd and inbnd crs. Corrects crs from Lufkin Rbn.	Lufkin Rbn	148 5.0	1600	E side of crs 148 - outbnd 328 - inbnd 1300'-within 10 mi	800	328 5.0	2 engine or less T-dn C-dn S-dn 33 A-dn More than 2 engine NA	300-1 400-1 400-1 800-2 NA	300-1 500-1 400-1 800-2 NA	Turn right and climb to 1700 on radial 018 within 25 miles. Note Radio twr 558' MSL 3 mi ENE of airport. 548' radio twr 3 mi SW of airport 3 mi W of final approach crs.
MILES CITY, MONTANA Miles City Airport, 2631 BVOR - MLS Procedure No. 1 Amendment - original Effective date: 1/8/55	Miles City LFR	180	4300	S side crs 237 - outbnd 057 - inbnd 4300'-within 10 mi	3500	036 3.8	2 engine or less T-dn C-d C-n S-dn 4 A-dn More than 2 engine T-dn C-dn S-dn 4 A-dn	300-1 400-1 400-2 400-1 800-2	300-1 500-1 500-1.5 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 3.8 miles..climb to 4300' on outbnd crs of 057° within 20 miles of MLS VOR.
MODESTO, CALIF. Modesto Mun Airport 96 VORW - MOD Procedure No. 1 Amendment No. 3 Effective date 1/8/55 Supersedes amdt. 2 dated 5/6/53 Major Changes. New format, revise final approach track, reduce circling minimums for DC-3 and smaller acft; reduce alt. over facility on final procedure turn limited to 10 miles,	Stockton LFR	113 20.0	2000	N side of crs 020 - outbnd 200 - inbnd 1500'-within 10 mi (NA beyond 10 mi)	1000	200 4.6	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-1 1000-2 (BCOB)	300-1 600-1 1000-2 (BCOB) 200-0.5 600-1.5 1000-2 (BCOB)	Within 4.6 miles..climb to 2000' on crs of 200° within 15 miles of VOR, or as directed by ATC. Note: Modesto VOR monitored category III.
	Int. south course Stockton LFR and 075° bearing to MOD VOR	075 11.0	2000							
NEW BERN, N.C. Simmons Nott Arpt. 18 VOR - EWN Procedure No. 1 Amendment - original Effective date: of commissioning of facility.				W side SW crs 226 - outbnd 046 - inbnd 1200'-within 10 mi	500	On arpt.	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 00 mi turn left climb to 1200 on radial 015 within 25 miles.
PASO ROBLES, CALIF. Paso Robles Co. Arpt 835 BVOR - DTV - PRB Procedure No. 1 Effective date 1/8/55 Amendment No. 1 Supersedes original dated 9/2/52 Major Changes: New format; revise airport name, revise arpt elevation; raise circling minimums for large acft,				E side crs 130 - outbnd 310 - inbnd 3000'-within 10 mi	2000	On arpt	2 engine or less T-dn C-d C-n A-d A-n More than 2 engine T-dn C-d C-n A-d A-n	300-1 1200-1 1200-2 1200-2 1200-3	300-1 1200-1 1200-2 1200-2 1200-3 300-1 1200-1.5 1200-2 1200-2 1200-3	Within 0.0 miles..climb to 5000' on crs of 318° within 25 miles of PRS VOR.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-30-54)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. OUTBND. AND INBND. ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
RED BLUFF, CALIF. Bidwell Field 354 BVOR - DTV - RBL Procedure No. 1 Amendment No. 2 Effective date: 1/8/55 Supersedes Amdt. 1 dated 8/1/52 Major Changes: New format; reduce straight-in minimums.	Red Bluff LFR	158 1.0	2000	E side crs 145 - outbnd 325 - inbnd 2000'-within 10 mi	1200	332 3.3	2 engine or less T-dn C-dn S-dn 33 A-dn More than 2 engine T-dn C-dn S-dn 33 A-dn	 300-1 600-1 500-1 800-2 	 300-1 600-1 500-1 800-2 300-1 600-1.5 500-1 800-2	Within 3.3 miles...make right turn, climb to 2500' on crs of 145° within 25 miles of RBL VOR.
SALT LAKE CITY, UTAH Salt Lake City No. 1 Airport 4222' BVOR - DTXV - SLC Procedure No. 1 Amendment No. 3 Effective date: 1/8/55 Supersedes amdt. 2 dated 5/27/54 Major Changes: New format; add runway 16R to straight-in minimums; limit shuttle distance.	Riverton FM Layton FM (final)	342 22.0 149 15.0	11000 4900	W side crs 329 - outbnd 149 - inbnd 7500'-within 10 mi	4900	149 4.1 to 16 L and 159 3.6 to 16R	2 engine or less T-dn C-dn S-dn 16L/R A-dn More than 2 engine T-dn C-dn S-dn 16 L/R A-dn	 300-1 500-1 400-1 800-2 	 300-1 600-1 400-1 800-2 200-0.5 600-1.5 400-1 800-2	Within 4.1 miles...climb to 11,000' on outbnd track of 248° within 25 miles of VOR. Shuttle: to 10,000' on 329° outbnd 149° inbnd within 25 miles. All turns W of track. Caution: 5000' terrain 3.5 miles E of VOR. High terrain 8 miles E of N and S crs and W of S crs. Also S 4541' radio mast 2 miles SE of VOR. Deviation from standard criteria authorized in Item 6, and between VOR and airport. 500-2 required for take-off runway 7. 500-1 required for straight-in without hi-intensity lights.
SPARTANBURG, S. C. Memorial Arpt. 816 BVOR - SPA Procedure No. 1 Amendment - original Effective date: 1/1/55	Spartanburg LFR	20 9.0	2300	E side crs 015 - outbnd 195 - inbnd 2200- within 10 mi	1700	195 7.8	2 engine or less T-dn C-d C-n S-17 d n More than 2 engine T-dn C-d C-n S-17 d n All aircraft A-dn	 300-1 800-1 800-2 800-1 800-2 	 300-1 800-1 800-2 800-1 800-2 200-0.5 800-1.5 800-2 800-1 800-2 1000-2	Climb to 2000 outbnd on radial 195° within 25 miles.
WEST LAFAYETTE, IND. Purdue University 605' BVOR - LAF Procedure No. 1 Effective date 1/1/55 Amendment No. 1 Supersedes No. Orig. Dated 4/20/54 Major Changes: 1. Air Carrier notes revised to provide lower visibility minimums under preface pages. 2. LFR revised to MHW.	LaFayette MHW	098 5.0	2100	E side of crs 128 outbnd 308 inbnd 2100 within 10 mi.	1600	308 5.0	2 Engine or less T-dn C-dn A-dn	 300-1 700-1.5 800-2	 300-1 700-1.5 800-2	Within 3.0 miles, climb to 2200' on outbnd crs of 308° within 25 mi of LAF-VOR. Caution: Unlighted stack 881' MSL located approx 1.5 miles NE of airport. Air Carrier Notes: Paragraphs 26, 27 and 28 of preface pages not applicable for night operations. Day operations using paragraphs 26, 27 and 28 of preface pages not authorized when visibility minimum less than 3/4 mi.
YOUNGSTOWN, OHIO Youngstown Airport 1196 BVOR - YNG Procedure No. 1 Effective date: 1/1/55 Amdt. No. 3 Supersedes Amdt. No. 2 dated 3/19/54 Major Changes: Deletes transition from Gustavus FM	Youngstown LFR	357 1.4	2200	W side 003 - outbnd 183 - inbnd 2200'-within 10 mi (NA beyond 10 mi)	1700	183 4.7	2 engine or less T-dn C-dn S-dn 18 A-dn More than 2 engine T-dn C-dn S-d 18 S-n 18 A-dn	 300-1 400-1 400-1 800-2 	 300-1 500-1 400-1 800-2 200-0.1 500-1.5 400-1 400-1.5 800-2	Climb to 3000' on outbnd crs 183° within 10 miles of Youngstown VOR.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

WASHINGTON, D. C. National Airport 16' MHW RVD Procedure No. 1 Effective date: 1/8/55 Amendment No. 10 Supersedes Amdt. No. 9 dtd 6/21/54 Major Changes: Revises missed approach procedure.				W side of crs 039 outbnd 219 inbnd 1500 within 10 mi. (NA beyond 10 mi.)	1000	227 6	2 Engine or less T-dn C-dn A-dn More than 2 Engines #T-dn C-dn A-dn	 300-1 800-2 1000-3 	 300-1 800-2 1000-3 200-0.5 800-2 1000-3	Within 2.0 mi after passing Riverdale MHW, climb to 1500 on crs 227 & proceed to Washington LFR at 1500 or as directed by ATC, proceed to 1) Herdon Int at 2800 or 2) Springfield MHW at 2000 or 3) Andrews LFR at 3500. Additional instructions which may be issued by ATC: If unable to proceed from the Riverdale MHW with 3 mi visibility and free of all clouds make a right climbing turn to 039 and remain in the Riverdale Holding Pattern at 1500'. Caution: Circling minimums do not provide standard clearance over 596 monument 1.8 mi. north of airport. #300-1 required on Rnwys 9 & 27. Sections 26(b) & 28 of air carrier specifications not applicable to rnwys 9 and 27.
	Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant of the Washington National Airport; 2500' in all quadrants within 40 mi. exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.									
MHW GTN Procedure No. 3 Amendment No. 5 Supersedes Amdt. No. 4 dtd 6/22/54 Effective date: 1/8/55 Major Changes: Revises missed approach procedures.	Herndon VOR Springfield MHW Washington LFR Riverdale MHW	118 21 050 12 348 10 270 7	1800' 1800' 1800' 1800'	W side of crs 330 outbnd 150 inbnd 1800 within 10 mi.	1300	150 4.1	2 Engine or less #T-dn C-dn S-dn 15, 18 A-dn More than 2 Engines #T-dn C-dn S-dn 15, 18 A-dn	 300-1 900-1 900-1 1000-2 	 300-1 900-1 900-1 1000-2 200-0.5 900-1.5 900-1 1000-2	Within 4.1 mi after passing Georgetown MFW, climb to 1000' on crs of 150°, make a right turn and proceed to Washington LFR at 1500', or, as directed by ATC to (1) Herndon Int. at 2800' or (2) to Springfield MHW at 2000' or (3) to Georgetown MHW at 1800'. Additional missed approach procedures: Climb to 1000' on crs of 150° and as directed by ATC (4) make left turn and proceed to Riverdale MHW at 1500' or (5) proceed to Andrews LFR climbing to 3500'. #300-1 required on Rnwys 9 & 27. Sections 26(b) & 28 of air carrier specifications not applicable to rnwys 9 and 27.
	Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi. of the Washington National Airport; 2500' in all quadrants within 40 mi. exclusive of danger and prohibited areas. Radar fixer may be substituted for all fixes shown.									

NOTE: Bearings, headings, courses are magnetic, Distances are in statute miles, Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-30-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
WEST LAFAYETTE, IND. Purdue University 605 MHW - LAF Procedure No. 1 Effective date: 1/1/55 Amendment No. 1 Supersedes to Original dtd 7/30/54 Major Changes: 1. Air Carrier Notes. Revised to provide lower visibility under preface pages.	LaFayette VOR	278 5.0	2100	S side of crs 230 - outbnd 050 - inbnd -1800' within 15 mi	1300	046 2.4	2 engine or less			Within 2.4 miles climb to 2000' on a track of 050° outbnd within 25 miles. Return to facility at 2100 on inbnd track of 230°. Use non-standard holding pattern and hold west of MHW facility. Caution: Unlgtd stack 881' MSL located approx. 1.5 miles NE of airport. Air Carrier Notes: Paragraphs 26, 27 and 28 of preface pages not applicable for night operations. Day operations using paragraphs 26, 27 and 28 of preface pages when visibility min less than 3/4 mile is not authorized.
	Int of NW crs IND LFR and brng of 270° to LAF MHW	270 7.0	2100				T-dn	300-1	300-1	
							C-dn	700-1.5	700-1.5	
							A-dn	800-2	800-2	

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

BURLEY, IDAHO	Correct Col. 2 Vol. 9 #18 dated November 16, 1954 to read Minidoka Intsxn.									
BROWNSVILLE, TEXAS Rio Grande Valley International 22' SBRAZ - DVT - BRO Procedure No. 1 Amendment No. 7 Effective 1/8/55 Supersedes Amdt. No. 6 dtd 8/1/52 Major Changes: Lowers final approach after procedure turn and from Los Fresnos FM to facility.	Los Fresnos FM (Final)	154 9.0	600	W side N crs 334 outbnd 154 inbnd 1200 within 10 mi. (Beyond 10 mi NA.)	600	155 2.3	2 Engine or less			Within 2.3 mi. climb to 1200' on S (179) crs within 10 mi. Caution: 156' water tank 0.5 mi west of arpt.
	Brownsville VOR	285 4.0	1200				T-dn	300-1	300-1	
							C-dn	400-1	500-1	
							S-dn 17R	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 Engines			
							T-dn		200-0.5	
							C-dn		500-1.5	
							S-dn 17R		400-1	
							A-dn		800-2	
DOTHAN, ALABAMA Dothan Arpt. 330 SBRAZ - VDT DHN Procedure No. 1 Amendment No. 4 Effective date 1/1/55 Supersedes Amdt. No. 3, 8/1/50 Major Changes: None (new format)				S side SW crs 243 Outbound 063 inbnd 1400 within 10 mi.	900	047 3.7	2 engine or less			Within 3.7 mi climb to 1700 on NE crs (047) within 25 mi.
							T-dn	300-1	300-1	
							C-dn	400-1	500-1	
							S-5			
							D	400-1	400-1	
							N	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 engines			
							T-dn		200-0.5	
							C-dn		500-1.5	
							S-5			
							DN		400-1	
							A-dn		800-2	
GULFPORT, MISS. Municipal 27 LFR - BIX Procedure No. 1 Amendment No. 4 dated 4/29/52 Major Changes: Superseded by Special Procedure.	Procedure cancelled 12/17/54									
MEDFORD, OREGON Medford Airport 1330' SBRAZ - VDT MFR Procedure No. 1 Amendment No. 7 Effective date 1/1/55 Supersedes Amendment No. 6 dated 8/5/54 Delete the word "(Final)" from MFR VOR Transition. Added approach from Gold Hill Intersection.	Evans Creek FM (Final)	152 14.0	3000	*East side North course 332 outbnd 152 inbnd 6000' within 10 mi.	3000	158 2.4	All Aircraft			Within 2.4 miles...Turn right, climb to 6000' on 332° course MFR LFR within 25 miles. *Procedure turn east side for more favorable terrain. #Note landing minimums authorized 500-2 all aircraft, day only provided top of stratus overcast in Medford Valley is not in excess of 2500'. MSL aircraft must be on top until after passing MFR LFR inbound. Minimum alt.tude over station on final 2600'.
	Medford VOR	138 5.0	3000				T-dn	300-1	300-1	
	Intersection west course Klamath Falls L/FR	338 18.0	8000				#C-dn	1000-2	1000-2	
	Intersection west course MFR/LFR and 215° radial MFR VOR (Gold Hill Intersection)	075 8.0	6000				A-dn	1000-2	1000-2	
SEATTLE, WASHINGTON Seattle-Tacoma Intn'l 416' SBRAZ - VDTXP SEA Harbor Is. FM Approach Procedure No. 2 Effective Date 1/8/55	Kitsap INT	117 14.0	2000	West side of NW crs 297 outbnd 117 inbnd 2000 within 10 mi of Harbor Is. FM NA beyond 10 mi.	Harbor Island FM 1500	143 9.0	All Aircraft			Within 0.0 miles....past Harbor Island FM turn right climb to 2000' on northwest crs of Seattle LFR within 10 mi of Harbor Island FM. * 3 mi visibility required Harbor Island FM to Seattle-Tacoma Airport.
	Seattle LFR	297 8.0	2000				T-dn	300-1	300-1	
							*C-dn	1100-3	1100-3	
							* A-dn	1100-3	1100-3	
SEATTLE, WASH. Seattle-Tacoma International Arpt 416' SBRAZ - VDTXP SEA Harbor Is. FM Approach Procedure No. 2 Amendment - Original Effective date 1/8/55	Kitsap INT.	117 14.0	2000	West side of NW crs. 297 outbnd 117 inbnd 2000 within 10 mi of Harbor Is FM. NA beyond 10 miles.	Harbor Island FM 1500	143 9.0	All Aircraft			Within 0.0 mi... past Harbor Is FM turn R climb to 2000' on NW crs of Seattle LFR within 10 mi of Harbor Island FM. * 3 mi. visibility required Harbor Is. FM to Seattle-Tacoma Airport.
	Seattle LFR	297 8.0	2000				T-dn	300-1	300-1	
							*C-dn	1100-3	1100-3	
							*A-dn	1100-3	1100-3	
SPARTANBURG, S. C. Memorial Arpt 816 SBRAZ - SPA Procedure No. 1 Amendment No. 8 Effective date 1/8/55 Supersedes Amendment No. 7, 8/1/52 Major Changes: Lowers sight visibility minima for 2 engine arcft	Spartanburg BVOR	200 9.0	2300	S side SW crs. 238 outbnd. 58 inbnd. 2000 within 10 mi. beyond 10 mi NA.	1500	68 1.4	2 engine or less			Climb to 2800 on NE crs SPA Range.
							T-dn	300-1	300-1	
							C-dn	400-1	500-1	
							More than 2 engines			
							T-dn		200-0.5	
							C-dn		500-1.5	
								All Aircraft		
							A-dn	800-2	800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-30-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
STUTTGART, ARK. Municipal Airport 223 MRLWZ - SGT Restricted Procedure No. 1 Amendment No. 2 Effective date 1/8/55 Supersedes Amendment No. 1, 10/9/53 Major Changes: Revises Notes.				W side N crs. 353 outbnd. 173 inbnd. 1400 within 10 mi.	900	174 4.5	2 engine or less T-dn C-dn S-17dn A-dn More than 2 engines T-dn C-dn S-17dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1 400-1 800-2	Within 4.5 mi turn L climb to 1400' on N crs (353) within 25 mi. Procedure not approved for ADF approach. Communications and weather service not avail to general public. AIR CARRIER NOTES: Procedure may be authorized only for carriers having approval of their arrangement for weather service and communications.
TEXARKANA, ARK. Municipal Airport 389 SBRAZ - DTV TXK Amendment No. 7 Procedure No. 1 Effective date 1/1/55 Supersedes Amendment No. 6 dated 8/1/50. Major Changes: Adds radio tower note.	Texarkana VOR	166 2.5	1500	W side of N crs 343 outbnd. 163 inbnd. 1500 within 10 mi.	1000	115 2.1	2 engine or less T-dn C-dn S-13 dn A-dn More than 2 engines T-dn C-dn S-13 dn A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 2.1 mi. climb to 1700 on S crs within 25 mi. NOTE: Radio Twr 565' MSL 2.25 mi NE of airport.
YOUNGSTOWN, OHIO Youngstown Airport 1196' SBMRLS - VDT YNG Procedure No. 1 Effective date 1/1/55 Amendment No. 9 Supersedes Amendment No. 8 dtd 3/19/54 Major Changes: Delete transition from Gustanis FM.				W side N crs 005° outbnd 185° inbnd 2200 within 10 mi. NA beyond 10 mi.	1700	185 3.4	2 engines of less T-dn C-dn S-dn 18 A-dn More than 2 engines T-dn C-dn S-d 18 S-n 18 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 400-1.5 800-2	Within 3.4 mi....climb to 3000' (or higher altitude when directed by ATC) on S crs Youngstown LFR within 10 mi.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
MEDFORD, OREGON Medford Airport 1330 ILS - MFR Procedure No. 1 Effective date: 1/1/55 Amendment No. 1 Supersedes original dated 8/16/54 Major Changes: Added final approach from Tiller FM. Corrected altitudes over OM.	Medford LFR Medford VOR Tiller FM (final)	LOM LOM Localizer crs	309 3.0 160 1.0 165 17.0	6000 6000 6000	*E side N crs 320 - outbnd 140 - inbnd 6000'-within 10 mi of Evans Creek FM	6000	2852 5.4	1541 0.7	All aircraft T-dn C-dn S-dn 14 A-dn	300-1 1000-2 400-1 1000-2	300-1 1000-2 400-1 1000-2	Turn right climb to 6000' on N crs ILS localizer within 5 miles of MFR-ILS-MM. *Procedure turn on E side for more favorable terrain.
MINNEAPOLIS, MINN. Minneapolis-St. Paul International (Wold Chamberlain Field) 840 ILS - MSP LOM- MS Comb: ILS & ADF Procedure No. 1 Effective date: 1/1/55 Amendment No. 4 Supersedes No. 3 dtd 2/10/54 Major Changes: Revises Item 7 when making ADF apch due to 1197' MSL derrick at lat. 44-46N and long. 93-02.5W. Item 6 revised on distances for standardization Minor Changes: revisions on crs and distances, item 4. Item 9 revised to 3.5	MSP- LFR MSP-VOR Hastings FM (Final) ILS Hastings FM (Final) ADF Station Rbn# Jordon FM Houlton Int. Elmo Int. Diamond Bluff Int (Final) ILS Lakeville Int. Prior Int. Radar Transitions as directed by ATC Station BRN	LOM LOM Glide Path Int LOM SE ILS crs# LOM LOM LOM Glide Path Int LOM LOM Brng 295 to LOM	132 1.0 144 24.0 295 8.0 295 9.0 360 23.0 061 26.0 227 25.0 228 16.0 295 23.0 028 20.0 062 20.0 360 23.0	2100 2500 2100 1500 2200 2200 2100 2100 2100 2100 2100 2600 2200	E side SE crs 115 - outbnd 295 - inbnd 2100'-within 10 mi	ILS 2100 ADF 1700	2062 4.7	1035 0.5	2 engine or less T-dn C-dn Sdn 29L ILS ADF Adn ILS ADF More than 2 engine T-dn C-dn S-dn 29L ILS ADF A-dn ILS ADF	300-1 500-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 4.7 miles (ADF) climb to 2500 on NW crs MSP-LFR to Hamel FM, or if directed by ATC. 1. Make left climbing turn, climb to 2200' on heading of 241° and proceed to Jordan FM. 2. Make left climbing turn, climb to 2100' and return to ILS-LOM. Caution: oil refinery tower 1197' MSL 4 mi W of Hastings FM.
SACRAMENTO, CALIF. Sacramento Airport 21 ILS - SAC Procedure No. 2 (Back course) Amendment- original Effective date: 1/8/55	McClellan "H" Roseville Int.# #Int. NE crs Sacramento LFR or Sacramento VOR radial 022 and brng. 248° to McClellan "H".	N.Sacramento Int.* " *Int 348° brng to McClellan "H" or 084° brng. to Mather "H"	168 10.0 208 14.0	1500 1500	No procedure turn. Transitions authorized are for straight-in approaches from the N or NE only. Final apch crs inbnd from N SAC Int. 196°	Minimum altitude a North Sacramento Int.* 1500	Distance from N. Sacramento Int.* 6.0		2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 700-1 800-2	300-1 700-1 800-2 200-0.5 700-1.5 800-2	Within 0.0 miles of the SAC LMM (or marker) turn left and climb to 2500' on NE crs of SAC LFR or on radial 022° from SAC VOR within 20 miles. (Do not exceed 1000' MSL until established NE of LMM NE bound.)

NOTE: Bearings, headings, courses are magnetic, Distances are in statute miles, Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-30-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM FREQ AND IDENT. / LOM FREQ AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
YOUNGSTOWN, OHIO Youngstown Airport 1196 ILS - YNG LOM - YN Comb. ILS & ADF Hubbard MH - HBD Procedure No. 1 Effective date: 1/1/55 Amdt. No. 2 Supersedes Amdt. No. 1 dated 8/8/54 Major Changes: Transition to Hubbard MH to expedite tfc.	Int. Youngstown rad. 236° and 100° brng to Hubbard MH	Hubbard MH	100 21.0	2600	N side SE crs 140 - outbnd 320 - inbnd 2600'-within 10 mi of Hubbard MH	ILS 2600 ADF 2100 over LOM	2630 5.4	1385 0.7	2 engine or less T-dn C-dn S-dn 32 ADF ILS A-dn ILS ADF More than 2 engine T-dn C-dn S-dn 32 ILS ADF A-dn ILS ADF	300-1 400-1 400-1 200-0.5 600-2 800-2	300-1 500-1 400-1 200-0.5 600-2 800-2 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	Within 5.4 mi after passing LOM (ADF)...climb to 2500' on NW crs ILS or on brng 320° from LOM make right turn and proceed to Youngstown LFR.
	Int. E crs Youngstown LFR or Youngstown radial 106° and 230° brng to Hubbard MH.	"	230 12.0	2600								
	Woodworth Int.	"	036 14.0	3000								
	Columbiana Int.	"	023 23.0	3000								
	Hubbard MH (final)	LOM	320 4.5	ILS 2600 ADF 2100								
Procedure No. 2 Effective date: 1/1/55 Amdt. No. 2 (back course using Mosquito Int. ◊ADF Procedure not authorized.) Supersedes Amdt. No. 1 dtd 8/8/54 Major Changes: Fowler Int. changed to Mosquito Int. ◊	Youngstown LFR	Mosquito Int. ◊	281 4.5	2200	W side NW crs 320 - outbnd 140 - inbnd 2200-within 10 mi of Mosquito Int. ◊ (NA beyond 10 mi)	No glide slope	No OM alt. over Mosquito Int. ◊ 2000 4.7	No MM	2 engine or less T-dn C-dn S-dn 14 A-dn More than 2 engine T-dn C-dn S-dn 14 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.7 mi of Mosquito Int. ◊... climb to 2500' on SE crs ILS within 10 mi. ◊Mosquito Int. is Int. NW crs YNG ILS and W crs YNG LFR, or 083 brng to YNG VOR.
	Parkman Int.	"	101 19.0	2500								
	Int. NW crs Youngstown ILS and S crs Youngstown LFR	"	320 6.0	2200								

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: (-) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT IS OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
WASHINGTON, D.C. National Airport 16 TVOR DCA TVOR - 15 Georgetown MHW GTN Effective date: 1/8/55 Amdt. No. 4 Supersedes Amdt. No. 3 dated 6/20/54 Major Changes: Missed approach altitudes and procedures revised.	Springfield MHW	071 12.0	1800	S side 327 - outbnd 147 - inbnd 1800 within 10 mi of Georgetown MHW	GTN MHW 1300	150 4.1	2 engine or less # T-dn C-dn S-dn 15, 18 A-dn More than 2 engine T-dn C-dn S-dn 15, 18 A-dn	300-1 600-1 500-1 800-2	300-1 600-1 500-1 800-2 200-0.5 600-1.5 500-1 800-2	Climb to 1000 on crs 150° make a right turn and proceed to Washington LFR at 1500, or as directed by ATC to 1)Herndon VOR at 2800 or 2) Springfield MHW at 2000 or 3) return to Georgetown MHW at 1800'. Additional missed approach procedures, climb to 1000 on crs 150 and as directed by ATC, proceed to 4) Riverdale MHW at 1500 or 5) Andrews LFR climbing to 3500'. Caution: Landing minimums do not provide standard clearance over 596' monument 1.8 mi N of airport or 308' flag pole 2 mi NW of airport. ◊300-1 required on rnwys 9 and 27. Sections 26(b) and 28 of air carrier specifications not applicable to rnwys 9 and 27.
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 7.0	1500							
	Radar transition altitudes; 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi. exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.									
TVOR - 21 Riverdale MHW - RVD Effective date: 1/8/54 Amdt. No. 3 Supersedes Amdt. No. 2 dtd 6/20/54 Major Changes: Missed approach procedure revised.	Springfield MHW	071 12.0	1800	E side 054 - outbnd 234 - inbnd 1600'-within 10 mi of Riverdale MHW Procedure turn conducted E to avoid restricted areas.	◊700	213 1.0	2 engine or less ◊◊T-dn C-dn S-dn 21 A-dn More than 2 engine ◊◊T-dn C-dn S-dn 21 A-dn	300-1 700-1 700-1 800-2	300-1 700-1 700-1 800-2 200-0.5 700-1.5 700-1 800-2	Climb to 1500' on crs of 234° and proceed to Washington LFR at 1500 or as directed by ATC, to 1) Herndon VOR at 2800 or 2) Springfield MHW at 2000 or 3) Andrews LFR at 3500. Additional instructions which may be issued by ATC; if unable to proceed from Riverdale MHW with 3 mi visibility and free of all clouds, make a right climbing turn to 039 and remain in the Riverdale holding pattern at 1500. Caution: Landing minimums do not provide standard obstruction clearance over 596' monument 1.8 mi N of airport. ◊Maintain 1000 until after passing Riverdale MHW. ◊◊300-1 required on rnwys 9 and 27, Sec. 26 (b) and 28 of air carrier specifications not applicable to rnwys 9 and 27.
	Herndon VOR	123 25.0	1800							
	Andrews LFR	327 15.0	1500							
	Washington LFR	002 7.0	1500							
	Abeam Riverdale MHW (final) (Final approach crs may be intercepted from 219° crs from Riverdale MHW)	234 6.0	◊700							
	Radar transition altitudes; 1500' in the E, W and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi. exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown.									

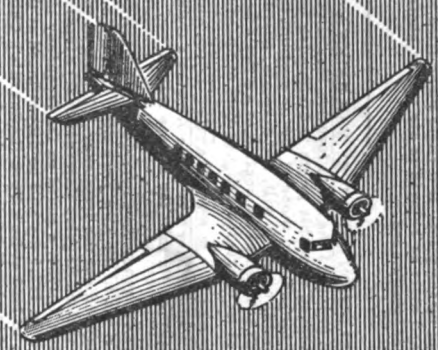
GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
NEWARK, N. JERSEY Newark Airport 18 Procedure No. 1 Effective date: 1/1/55 Amdt. No. 5 Supersedes Amdt. No. 4 dated 4/1/54 Major Changes: Deletes ASR, S-dn minimums to runway 4.	2500' NE Sector (58-90°) All other sectors 2000' within 25 miles.				8 engine or less			Climb to 1000' on NE crs Newark LFR make a left climbing turn, proceed to Paterson MH at 2000' (Alternate missed approach procedures when requested by ATC) (1) climb to 3000'on 290° crs and proceed to Chatham. (2) Make right climbing turn to 1500' and proceed to LOM)
	Within the S quadrant of the Newark LFR 1500' within 15 miles.	All 4, 11, 29 22 4 29 22 4 29 22	T-dn C-dn C-dn S-dn S-dn S-dn A-dn A-dn A-dn	300-1 600-1 900-1 200-0.5 800-2	300-1 600-1 900-1 200-0.5 800-2	300-1 600-1 900-1 800-2 900-2	300-1 600-1 900-1 800-2 900-2	
					More than 2 engine			
		All 4, 11, 29 22 4 29 22 4 29 22	T-dn C-dn C-dn S-dn S-dn S-dn A-dn A-dn A-dn		200-0.5 600-1.5 900-1.5 200-0.5 800-2		200-0.5 600-1.5 900-1.5 600-1 900-1 800-2 900-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (11-30-54)

SPECIAL NOTICE
"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS"; CHANGES IN C.A.R. 60. See page 2.

AIRMAN'S GUIDE



SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 24

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 2

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NOTICES TO AIRMEN Page 2

VOL. 9, NO. 20 .. DECEMBER 14, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

√ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course-deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVER FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators). 2

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and theLos Angeles (International) Airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) Airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS": Effective December 9, 1954, Part 60 of the Civil Air Regulations is amended to provide, among other things, for the use of the term "Restricted Area" for what was formerly called "Danger Area" and for a definition of this term as well as that of "Prohibited Area" (somewhat similar to the former term "Airspace Reservation.").

Restricted Areas (which are designated by the Administrator of Civil Aeronautics when he finds that a hazard to aircraft in flight exists) are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions".

Prohibited Areas are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft is prohibited."

Avoidance of prohibited areas and operations within restricted areas strictly in accordance with the published restrictions are imperative to the safety of flight or the protection of the activity on the ground. Any person desiring to secure permission to fly in such areas contrary to the prohibition or the restrictions imposed, should contact the agency controlling that area. Prohibited and restricted areas, indicating the prohibitions or restrictions to flight and the name of the using agency, are carried in the Airman's Guide, appear in other publications of aids to air navigations and are depicted on aeronautical charts.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

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For sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

(12-14-54)

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

OKLAHOMA CITY RADAR APPROACH CONTROL CENTER: Effective November 15, 1954 RAPCON was commissioned and assumed control of that portion of Ft. Worth ARTC area lying within the following flight advisory area boundaries: Starting at the Eastern edge of Civil Airway Amber 4 at a point 65 s miles southwest of Tulsa, Okla VOR station direct to a point crossing Civil Airway Blue 5; 25 s miles north of Ardmore, Okla. H facility direct to a point crossing Civil Airway Amber 4; 25 s miles north of Ringling, Okla. intersection direct to a point crossing Civil Airway Blue 6; 50 s miles northeast of Wichita Falls, Texas. LF range station direct to a point crossing Civil Airway Victor 14; 25 s miles northeast of Hobart, Okla. VOR station, direct to a point crossing Civil Airway Red 24; 50 s miles east of Alanreed intersection direct to a point crossing Civil Airway Red 59; 50 s miles southeast of Gage, Okla. LF range station, direct to a point crossing Victor Airway 77 and Civil Airway Blue 5; 38 s miles north of Oklahoma City, Okla. VOR station, then along the Ft. Worth-Kansas City and Ft. Worth-St. Louis centers boundaries to the point of origin. Concurrently approach control was decommissioned at Will Rogers Tower and responsibilities assumed by Oklahoma City RAPCON. Aircraft operating in accordance with instrument flight rules will be afforded standard separation minimums as described in ANC/PCAT. Radar vectoring will be for training purposes only until further advised. Ft. Worth ARTC will continue to coordinate requests for altitude reservations for above area.

LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

DNV	Danville, Ill., Vermilion County Airport (Name change)
GPZ	Grand Rapids, Minn., Grand Rapids Airport (Assignment)
MDN	Minden, La. REP (Deletion)
NGF	Kaneohe, Oahu, T. H., Kaneohe MCAS (Name Change)
RCT	Reed City, Mich.,,VOR (Assignment)
SPT	Sennet Point, Alaska (Assignment)
UMA	Umnak, Alaska (Assignment)
UMH	Yuma, Ariz., Radiobeacon (Change from REP)
VML	Danville, Ill., Vermilion Airport (Deletion)
XGR	Granite Intersection, Alaska (Assignment)
XMB	Marble Intersection, Alaska (Assignment)
KB	Kelsey Bay, B.C. (Deletion)

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 22, under Massachusetts change Boston -WB telephone number to read: EA 7-4032.

(2) Page 23, under New Mexico change Albuquerque - WB telephone number to read: 2-8857.

CIVIL AIRWAYS, CONTROL AREA, CONTROL AREA EXTENSIONS, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective January 1, 1955, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows: (Note: In accordance with the intent of the Knot/Nautical Mile Plan now used in air navigation, the term "mile" wherever it appears herein means "statute mile" unless otherwise specifically stated.) From time to time certain low frequency airways will be redesignated by number and/or color in whole or in part, and more than one color and number will be assigned to a low frequency segment of airway, similar to the method used in the VOR Airway System, when justified, for the purpose of minimizing the amount of flight data required in flight plans and ATC clearances to identify route of flight on heavily travelled airways; also, those portions of airways no longer found to be a "through-airway" requirement will be revoked. Inthis connection the following changes which do not affect MEA 's will be made effective January 1, 1955.

CIVIL AIRWAYS: (1) Green civil airway No. 10 (United States-Canadian Border to Denver, Colorado) is added to read: "That airspace over United States territory from the Vancouver, B.C., Canada, radio range station via the Bellingham, Wash., radio range station; Everett, Wash., radio range station, Seattle, Wash., radio range station; Ellensburg, Wash., radio range station; the intersection of the south course of the Ellensburg, Wash., radio range and the northwest course of the Yakima, Wash., radio range; Yakima, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the southeast course of the Boise, Idaho, radio range and the northwest course of the Burley, Idaho, radio range; Burley, Idaho radio range station; Malad City, Idaho radio range station; the intersection of the southeast course of the Malad City, Idaho, radio range and the north course of the Fort Bridger, Wyo., radio range; Rock Springs, Wyo., radio range station; Sinclair, Wyo., radio range station; the intersection of the east course of the Sinclair, Wyo., radio range and the northwest course of the Laramie, Wyo., radio range; Laramie, Wyo., radio range station; the intersection of the southeast course of the Laramie, Wyo., radio range and the north course of the Denver, Colo., radio range to the Denver, Colo., radio range station." (Note: Green 10 overlaps Green 2, Amber 8 and Red 109, Green 3 and Amber 3). Canada designating Canadian portion concurrently, Lantzville-Vancouver-Bellingham.)

(2) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska) is amended by deleting the portion which reads: "Seattle, Washington, radio range station; Everett, Wash., radio range station; Bellingham, Wash., radio range station to the Vancouver British Columbia, radio range station." and by adding the following in lieu thereof: " Seattle, Wash., radio range station; the intersection of the northwest course of the Seattle, Wash., radio range and the south cour se of the Patricia Bay, B.C., radio range; Patricia Bay, B.C., radio range station to the intersection of the north course of the Patricia Bay, B.C., radio range and the southeast course of the Comox, B.C., radio range, excluding the airspace which overlaps danger areas and excluding the portion which lies outside the continental United States." (Note: Canada designating Canadian portion -U.S. border to Comax concurrently.)

(3) Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash) is amended by changing caption and by changing the portion after Redmond, Oreg., to read: "Redmond, Oreg. radio range station; the Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range to the Ellensburg, Wash., radio range station."

(4) Red civil airway No. 1 (Portland, Oreg., to Denver, Colo.) is revoked.

(5) Red civil airway No. 6 (Denver, Colo., to Omaha, Nebr.) is amended to read: "From the Denver, Colo., radio range station via the Akron, Colo., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Lincoln, Nebr., radio range station to Omaha, Nebr., radio range station." (Note: Above adds portion between North Platte and Grand Island ranges, overlapping Green 3 between these ranges).

(6) Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash) is added to read: "From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of the Dalles,Oreg., radio range; The Dalles, Oreg., radio range station; the intersection of the east course of the The Dalles, Oreg., radio range and the west course of the Pendleton, Oreg., radio range; Pendleton Oreg., radio range station; the intersection of the east course of the Pendleton, Oreg., radio range and the southwest course of the Walla Walla, Wash., radio range; Walla Walla, Wash., radio range station to the Spokane, Wash., radio range station." (Note: Red 1 revoked between Portland, and Pendleton; Blue 1 revoked between Pendleton and Spokane).

(7) Red civil airway No. 80 is amended by changing the caption to read: (Helena, Mont., to Miles City, Mont.) and further amended to read: "From the intersection of the west course of the Helena, Mont., radio range and the southwest course of the Great Falls, Mont., radio range station; Lewistown, Mont., radio range station; the intersection of the southeast course of the Lewistown, Mont., radio range and the north course of the Billings, Mont., radio range to the Miles City, Mont., radio range station." (Note: Blue 16 revoked. Above adds portion to Red 80 between Avon intersection and Great Falls range to Lewistown range, overlapping Amber 2 and Amber 3).

(8) Red civil airway No. 101 (Tampa, Fla., to Miami, Fla.) is amended to read: "From the Tampa , Fla., radio range station via the intersection of the southeast course of the Tampa, Fla., radio range and the north course of the Fort Myers, Fla., radio range to the Miami, Fla., radio range station." (Note: Above adds a portion to Red 101 between Tampa range and Ona intersection overlapping Red 25).

(9) Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.) is added to read: "From the Portland, Oreg., radio range station via the intersection of the east course of the Portland, Oreg., radio range and the west course of The Dalles, Oreg., radio range; The Dalles, Oreg., radio range station; Yakima, Wash., radio range station; the intersection of the northwest course of the Yakima, Wash., radio range and the south course of the Ellensburg, Wash., radio range; Ellensburg, Wash., radio range statinn; Ephrata, Wash., radio range station to the Spokane, Wash., radio range station." (Note: Overlaps Red 53, Amber 8, Green 10 and Green 2)

(10) Blue civil airway No. 1 (Pendleton, Oreg. to Spokane, Wash.) is revoked.

(11) Blue civil airway No. 12 (The Dalles, Oreg., to Ellensburg, Wash.) is revoked.

(12) Blue civil airway No. 16 (Helena, Mont., to Great Falls, Mont.) is revoked.

(13) Blue civil airway No. 32 (Skwentna, Alaska to Talkeetna, Alaska) is amended to read: "From the Skwentna, Alaska, radio range station to the Talkeetna, Alaska non directional radio beacon." (Note: U.S. portions Blue 32 between Pendleton and Yakima, and between Seattle and Comox revoked. Canada revoked their portion of Blue 32 concurrently).

CONTROL AREAS: (1) Green civil airway No. 10 (United States-Canadian Border to Denver, Colo) is added to read: "All of Green civil airway No. 10".

(2) Amber civil airway No. 8 is amended by changing the caption to read: (Los Angeles, Calif., to Ellensburg, Wash.) and further amended to read: "All of Amber civil airway No. 8".

(3) Red civil airway No. 1 (Portland, Oreg., to Denver, Colo.) is revoked.

(4) Red civil airway No. 53 (Portland, Oreg. to Spokane, Wash) is added to read: "All of Red civil airway No. 53".

(5) Red civil airway No. 80 is amended by changing the caption to read: (Helena, Mont. to Miles City, Mont.) and further amended to read: "All of Red civil airway No. 80."

(6) Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.) is added to read: "All of Red civil airway No. 109."

(7) Blue civil airway No. 1 (Pendleton, Oreg. to Spokane, Wash.) is revoked.

(8) Blue civil airway No. 12 (The Dalles, Oreg., toEllensburg, Wash.) is revoked.

(9) Blue civil airway No. 16 (Helena, Mont., to Great Falls, Mont.) is revoked.

(10) Blue civil airway No. 32 is amended by changing the caption to read: (Skwentna, Alaska to Talkeetna, Alaska) and further amended to read: " All of Blue civil airway No. 32."

CONTROL AREA EXTENSIONS: (1) (Pasco, Wash.) is amended by changing the words "Blue civil airway No. 32; " to read "Green civil airway No. 10."

(2) Seattle (Clear Lake), Wash.) is amended by changing the words "Amber civil airway No. 1" to read: "Green civil airway No. 10" wherever they appear.

(3) (Everett, Wash.) is amended by changing the last portion to read: "and on the west by Green civil airway No. 10", in lieu of by Amber civil airway No. 1.

REPORTING POINTS: (1) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska) is amended by deleting the following reporting points: "Everett, Wash., radio range station; Bellingham, Wash., radio range station;" and by adding the following reporting point in lieu thereof: "the intersection of the northwest course of the Seattle, Wash. radio range and the south course of the Patricia Bay, B.C. radio range."

(2) Amber civil airway No. 8 is amended by changing caption to read: (Los Angeles, Calif., to Ellensburg, Wash.) and by adding the following reporting point: "Yakima, Wash., radio range station."

(3) Green civil airway No. 10 (United States-Canadian Border to Denver, Colo.) is added to read: " The Bellingham, Wash., radio range station; Everett, Wash., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; Gooding, Idaho non directional radio beacon; Burley, Idaho radio range station; Laramie, Wyo., radio range station."

(4) Red civil airway No. 1(Portland, Oreg., to Denver, Colo.) is revoked. (Note: Compulsory reporting points added to Green 10.)

(5) Red civil airway No. 53 (Portland, Oreg., to Spokane, Wash.) is added to read: "Walla Walla, Wash., radio range station."

(6) Red civil airway No. 80 (Helena, Mont., to Miles City, Mont.) is amended by changing the caption. No reporting point designation.

(7) Red civil airway No. 109 (Portland, Oreg., to Spokane, Wash.) is added to read: "No reporting point designation."

(8) Blue civil airway No. 1 (Pendleton, Oreg. to Spokane, Wash.) is revoked.

(9) Blue civil airway No. 12 (The Dalles, Oreg. to Ellensburg, Wash.) is revoked. (Yakima range added to Amber 8 as reporting point).

(10) Blue civil airway No. 16 (Helena, Mont., to Great Falls, Mont.) is revoked.

(11) Blue civil airway No. 32 is amended by changing the caption to read: (Skwentna, Alaska to Talkeetna, Alaska) "No reporting point designation."

The following civil airways, control area, control area extensions, control zones, and reporting points are amended in whole or in part effective January 5, 1955.

CIVIL AIRWAYS: (1) Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border) is added to read: "From the Augusta, Maine radio range station to the Bangor, Maine radio range station. That airspace over United States territory from the intersection of the northeast course of the Bangor, Maine radio range and the west course of the St. John, New Brunswick, Canada range to the St. John, N.B., Canada radio range station." (Note: Changing the Blue airway to a Red airway between Augusta and St. John being done at request of Department of Transport, Ottawa, Canada. No MEA change.)

(2) Blue civil airway No. 50 (Augusta, Maine to United States-Canadian Border) is revoked.

(3) VOR civil airway No. 12 (Palmdale, Calif., to Philadelphia, Pa.) is amended by changing all after the Pittsburgh, Pa., omnirange station to read: "Pittsburgh, Pa., omnirng station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° true and the Johnstown omnirange 290° true radials; Harrisburg, Pa., omnirange station; to the West Chester, Pa., omnirange station, including a north alternate via the intersection of the Harrisburg 086° true and the West Chester omnirange 304° true radials."

(4) VOR civil airway No. 42 is amended by changing the caption to read: (Naperville, Ill., to Washington, D.C.) and by changing all after the Cleveland, Ohio, omnirange station to read: " Cleveland, Ohio, omnirange station; intersection of the Cleveland omnirange 116° true and the Pittsburgh omnirange 311° true radials; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W. Va., omnirange station; to the point of intersection of the Martinsburg omnirange 123° true and the Washington, D.C. terminal omnirange 319° true radials."

(5) VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.) is amended to read: "From the Louisville, Ky., omnirange station via the York, Ky., omnirange station; Parkersburg, W. Va., omnirange station; Morgantown, W. Va., omnirange station; Martinsburg, W. Va., omnirange station; Baltimore, Md., omnirange station; to the point of intersection of the Baltimore omnirange 100° true and the Dover, Del., omnirange 244° true radials, except that that portion of this civil airway which overlaps the Aberdeen danger area (D-54) shall be used after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control.

(6) VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich) is amended to read: "From the Lexington, Ky., omnirange station via the York, Ky., omnirange station; Columbus, Ohio, omnirange station; Waterville, Ohio, omnirange station, to the Lansing, Mich., omnirng station."

(7) VOR civil airway No. 106 (Morgantown, W. Va., to Kennebunk, Maine) is amended to read: "From the Morgantown, W. Va., omnirange station via the Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Morgantown omnirange 021° true and the Johnstown omnirange 268° true radials; Philipsburg, Pa., omnirangestation Selinsgrove, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; Poughkeepsie, N.Y., omnirange station; Gardner, Mass., omnirange station; intersection of the Gardner omnirange 060° true and the Kennebunk, Maine, omnirange 223° true radials; to the Kennebunk, Maine, omnirange station."

(8) VOR civil airway No. 128 (Cincinnati, Ohio to Raleigh, N.C.) is amended to read: "From the Cincinnati, Ohio omnirange station via the York, Ky., omnirange station; Charleston, W. Va. omnirange station; Pulaski, Va., omnirange station; Greensboro, N. C., omnirange station; to the Raleigh, N. C. omnirange Station."

(9) VOR civil airway No. 174 (Louisville, Ky., to Elkins, W. Va.) is added to read: "From the Louisville, Ky., omnirange station via the York, Ky., omnirange station; to the Elkins, W. Va., omnirange station."

CONTROL AREAS: (1) Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border) is added to read: "All of Red civil airway No. 58."

(2) Blue civil airway No. 50 (Augusta, Maine to United States-Canadian Border) is revoked.

(3) VOR civil airway No. 42 is amended to read: (Naperville, Ill., to Washington , D.C.) "All of VOR civil airway No. 42".

(4) VOR civil airway No. 44 (Louisville, Ky., to Baltimore, Md.) is amended to read: "All of VOR civil airway No. 44."

(5) VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.) is amended to read: "All of VOR civil airway No. 45."

(6) VOR civil airway No. 106 (Morgantown, W. Va. to Kennebunk, Maine) is amended to read: "All of VOR civil airway No. 106 including a north alternate."

(7) VOR civil airway No. 128 (Cincinnati, Ohio to Raleigh , N. C.) is amended to read: "All of VOR civil airway No. 128."

(8) VOR civil airway No. 174 (Louisville, Ky., to Elkins, W. Va.) is added to read: "All of VOR civil airway No. 174."

CONTROL ZONES: (1) (Toledo, Ohio) is amended to read: "Within a 5 statute mile radius of Toledo Express Airport and within 2 statute miles either side of the ILS localizer course extending from the localizer to a point 10 statute miles beyond the outer marker." (Note: This rewrite of the Toledo control zone cancels the zone around the Toledo Municipal Airport.)

(2) (Clovis, N. Mex.) is added to read: "Within a 5 statute mile radius of the Clovis Air Force Base and within 2 statute miles either side of a line bearing 222° true extending from the Air Force Base to a point 7.5 statute miles southwest of the Air Force Base."

REPORTING POINTS: (1) Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by deleting the following reporting points: "Franklin, Mass. fan type radio marker beacon or the intersection of the northeast course of the Providence, R.I., radio range and the southwest course of the Boston, Mass., radio range." (Note: Region requests that "Franklin intersection be on-request instead of compulsory.)

(2) Red civil airway No. 58 (Augusta, Maine to United States-Canadian Border) is added to read: "Bangor, Maine radio range station."

(3) Blue civil airway No. 50 (Augusta, Maine to United States-Canadian Border) is revoked.

DOMESTIC VOR REPORTING POINTS: The Domestic VOR Reporting Points is amended by adding the following:

(1) Centralia, Ill., omnirange station
(2) Bangor, Maine, omnirange station'
(3) Kennebunk, Maine, omnirange station
(4) Augusta, Maine, omnirange station
(5) Concord, N. H., omnirange station
(6) Princeton, Maine, omnirange station
(7) Plattsburg, N.Y., omnirange station

(12-14-54)

(8) Waterloo, Iowa, omnirange station

** Centralia, Ill., omnirange station (**should be indicated on appropriate aeronautical charts that pilots should make position reports over Centralia, Ill., omnirange station to the Vandalia, Ill., INSACS.)

(9) Bradley Intersection - The intersection of the Poughkeepsie, N.Y., omnirange 079° true radial and the 225° true course of the Windsor Locks, Conn., Bradley Field ILS lclzr.

(10) Mount Pleasant Intersection - The intersection of the Pittsburgh, Pa., omnirange 117° true and the Morgantown, W. Va., omnirange 021° true radials.

(11) New Alexandria Intersection - The intersection of the Pittsburgh, Pa., omnirange 067° true and the Johnstown, Pa., omnirange 290° true radials.

(12) Turnpike Intersection - The intersection of the Pittsburgh, Pa., omnirange 354° true and the Wheeling, W. Va., omnirange 034° true radials.

(13) Altoona Intersection - The intersection of the Johnstown, Pa., omnirange 092° true and the Philipsburg, Pa., omnirange 202° true radials.

✓ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, changed, redescribed or cancelled as indicated:

DESIGNATED:

(1) PORT KENYON, OHIO INTSXN- the intersection Columbus, Ohio, VOR en route radial on Victor 43 with Mansfield, Ohio, VOR 181° magnetic radial.

(2) OLD CONCORD, PA. INTSXN - the intersection Pittsburgh, Pa., VOR en route radial on Victor 35 with Wheeling, W. Va., VOR en route radial on Victor 75 and/or a bearing from this intsxn to a Wheeling, W. Va., "MH" facility.

(3) VANDERGRIFT, PA. INTSXN - the intersection Pittsburgh, Pa., VOR en route radial on Victor 119 with Johnstown, Pa., VOR 303° magnetic radial and/or a bearing from this intsxn to the New Alexandria, Pa., "MH" facility.

(4) FLATBUSH, N.Y. "MH" facility.

(5) SILVER SPRING VOR INTSXN - the intersection of VOR 096° magnetic radial and the 008° magnetic radial of the Washington TVOR.

(6) SILVER SPRING L/MF INTSXN - the intersection of a 339° magnetic bearing from Riverdale radio beacon and 082° magnetic bearing from Arcola L/MF range station.

(7) PAPALOTE INTSXN - the intersection of the SE course of the Navy Chase LF range and the SW course of the Navy Refugio LF range.

(8) ELOISE INTSXN - the intersection of the NW course of the Bryan LF range and the NE course of the Austin LF range.

(9) BRYCEVILLE INTSXN - the intersection of the W course of the Jacksonville, Fla., LF range and the 350° magnetic bearing from the Cecil Field (Navy Jacksonville) radiobeacon

(10) RANCH INTSXN - the intersection of the NE course of the Navy Chase LF range and the NW course of Navy Refugio.

(11) WETMORE INTSXN - the intersection of the E course of the San Antonio, LF range and the NE localizer course.

(12) KAUFMAN INTSXN - the intersection of the Dallas 126° magnetic radial and the 093° magnetic bearing from the Duncanville radio beacon.

(13) WETMORE INTSXN (VHF) - the intersection of the San Antonio 142° magnetic radial and the San Antonio NE localizer course. (031°magnetic)

(14) THE PLANT CITY INTSXN (VHF) - the intersection of the Tampa 061° magnetic and the Lakeland 329° magnetic radials.

(15) LOSOYA INTSXN (VHF) - the intersection of the San Antonio 157° magnetic and the Cotulla 030° magnetic radials.

(16) BRYCEVILLE INTSXN (VHF) - the intersection of the Jacksonville 272° magnetic and the Brunswick 210° magnetic radials.

(17) SHRIMP INTSXN (VHF) - the intersection of the Tampa 330° magnetic and the Cross City 180° magnetic radials.

(18) LOBSTER INTSXN (VHF) - the intersection of the Tallahassee 149° magnetic and the Cross City 285° magnetic radials.

(19) BOERNE INTSXN - the intersection of the San Antonio 299° magnetic radial and the 350° magnetic bearing from the Leon radio beacon.

(20) SUNBEAM INTSXN - the intersection of the Jacksonville 163° magnetic radial and the 087° magnetic bearing from the Cecil Field (Navy Jacksonville) radio beacon.

(21) FT. GEORGE ISLAND FAN MARKER - E course of the Jacksonville, Fla., LF rng.

REDESCRIBED:

(1) CHELSEA, OKLA INTSXN - the intersection of the 279° magnetic radial of Fayetteville VOR and the 056° radial of the Tulsa VOR.

(2) SUNBEAM INTSXN- the intersection of the southeast course of Jacksonville, Fla. LF range and the 087° magnetic bearing from the Cecil Field radio beacon.

CHANGE:

(1) BOURBON INTSXN - the intersection formed by Louisville VOR en route radial on Victor 5 with Lexington VOR 263° true radial. (Formerly named Lebanon Intersection).

(2) WALLACEBURG INTSXN- the intersection of the SE course of the Selfridge, Mich., LF range and the NE course of the Windsor, Ontario LF range. (Formerly Mitchell's Bay)

(3) HOBART, IND. INTSXN- the intersection of the 087° magnetic radial of the Chicago Heights, Illinois, omnirange and the 132° magnetic (back) course of the Chicago, Illinois, (Midway) ILS localizer. (Formerly named Gary, Indiana intersection).

CANCEL

(1) NEW BRAUNFELS VHF INTSXN.

✓AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENT: Effective immediately the following ARTC and Flight Advisory Area Boundary is amended as follows:

(1) The KANSAS CITY and MINNEAPOLIS ARTC and Flight Advisory Boundary is amended to read: "From the present control boundary 25 miles south of Mason City, Iowa, direct to and along a control boundary* 25 statute miles northwest of Waterloo, Iowa, omnirange on Victor Airway 67, thence direct to and along a control boundary* 25 statute miles north of Waterloo, Iowa omnirange on Victor Airway 161, thence direct to 092° west longitude 42° 45' north latitude. (*Control area boundaries should be indicated as arcs of a circle with a 25 statute mile radius from Waterloo, Iowa, omnirange.)

✓MINIMUM EN ROUTE IFR ALTITUDES: Effective January 4, 1955, minimum en route IFR altitudes are amended as follows:

From	To	Min. Alt.
(1) Red Civil Airway No. 63, is amended to read in part:		
Int. N crs. Detroit, Mich. (LFR) & 265 - 085 mag brg. Sarnia, Ont. Canada (LF/RBN)	*Sarnia, Ont. Canada (LF/Rbn)	2,400
*For that airspace over U. S. territory		
(2) Blue Civil Airway No. 3, is amended to read in part:		
White Cloud (Int), Mich.	Cadillac, Mich. (LF/Rbn)	4,000
(3) Blue Civil Airway No. 13, is amended to read in part:		
Liberty (Int), Mo.	Des Moines, Iowa(LF/Rbn)	2,300
(4) Blue Civil Airway No. 46, is amended to read in part:		
Memphis, Tenn. (LFR)	Cuba (Int), Tenn.	2,300
Cuba (Int), Tenn.	Dyersburg, Tenn. (LF/Rbn)	2,000
(5) Blue Civil Airway No. 81, is amended to delete:		
Int. SE crs. Sarnia, Ont. Canada (LFR) & E crs Cleveland, Ohio (LFR)	U. S. Canadian Border	2,600
(6) VOR Civil Airway No. 6, is amended to read in part:		
Sacramento, Calif. (VOR) Via S alter.	*Folsom (Int), Calif. Via S alter.	3,000
*8,500' - Minimum crossing altitude at Folsom (Int), NE-bound		
Folsom (Int), Calif. Via S alter.	*Reno, Nev. (VOR) Via S alter.	13,000
*12,000' - Minimum crossing altitude at Reno (VOR), SW-bound		
Tahoe (Int), Calif. Via S alter.	Coloma (Int), Calif. Via S alter. (W-bound only)	9,500
Coloma (Int), Calif. Via S alter.	Folsom (Int), Calif. Via S alter. (W-bound only)	5,000
(7) VOR Civil Airway No. 8, is amended by adding:		
Denver, Colo. (VOR) Via S alter.	Bennett (Int), Colo. Via S alter.	6,600
Bennett (Int), Colo. Via S alter.	Akron, Colo. (VOR) Via S alter.	*8,500
*6,600' - Minimum terrain clearance altitude		
(8) VOR civil airway No. 8, is amended to read in part:		
Akron, Colo. (VOR)	Int. 077° rad. Akron & 225° rad. Imperial Via S alter.	5,600
Int. 077° rad. Akron & 225° rad. Imperial Via S alter.	Imperial, Colo. (VOR) Via S alter.	*5,900
*4,900' - Minimum terrain clearance altitude		
(9) VOR Civil Airway No. 9, is amended to read in part:		
New Orleans, La. (VOR)	*Madisonville (Int), La.	1,700
*Madisonville (Int), La.	McComb, Miss. (VOR)	1,700
*2,300' - Minimum reception altitude		
New Orleans, La. (VOR) Via W alter.	McComb, Miss. (VOR) Via W alter.	1,700

From	To	Min Alt.
(10) VOR Civil Airway No. 10, is amended to read in part:		
Hutchinson, Kans. (VOR) Via N alter.	Emporia, Kans. (VOR) Via N alter.	3,300
Hutchinson, Kansas (VOR)	Florence, (Int), Kans.	3,300
Florence (Int), Kans.	Emporia, Kans. (VOR)	3,000
(11) VOR Civil Airway No. 14, is amended to read in part:		
Tulsa, Okla. (VOR)	*Chelsea (Int), Okla.	2,200
*Chelsea (Int), Okla.	Neosho, Mo. (VOR)	2,200
*2,600' - Minimum reception altitude		
(12) VOR Civil Airway No. 20, is amended to read in part:		
Greensboro, N. C. (VOR)	*Reid (Int), N. C.	2,300
*Reid (Int), N. C.	Danville, Va. (VOR)	2,300
*3,500' - Minimum reception altitude		
(13) VOR Civil Airway No. 23, is amended by adding:		
Wheeler Ridge (Int), Calif.	* Bakersfield, Calif. (VOR) (North bound)	6,000
	(South bound)	10,000
*7,000' - Minimum crossing altitude at Bakersfield (VOR), S-bound		
(14) VOR Civil Airway No. 26, is amended to read in part:		
Eau Claire, Wis. (VOR)	*Cadott (Int), Wis.	2,400
*Cadott, (Int), Wis.	**Wausau, Wis. (VOR)	3,200
*2,400' - Minimum reception altitude		
**3,200' - Minimum crossing altitude at Wausau (VOR), W-bound		
Eau Claire, Wis. (VOR) Via S alter.	Wausau, Wis. (VOR) Via S alter.	3,200
(15) VOR Civil Airway No. 66, is amended to read in part:		
San Diego, Calif. (VOR)	Seeley (Int), Calif.	*10,000
*7,000'- Minimum terrain clearance altitude		
*Seeley (Int), Calif.	Yuma, Ariz. (VOR)	4,000
*9,000' - Minimum crossing altitude at Seeley (Int), W-bound		
Barrett Lake, Calif. (FM)	Jamul, Calif. (LF/Rbn) (Westbound only)	6,000
Jamul, Calif., (LF/Rbn)	San Diego, Calif. (VOR) (Westbound only)	4,500
(16) VOR Civil Airway No. 68, is amended to read in part:		
Corpus Christi, Tex. (VOR)	*Losoya (Int), Tex.	2,200
*Losoya (Int), Tex.	San Antonio, Tex. (VOR)	2,200
*4,000' - Minimum reception altitude		
(17) VOR Civil Airway No. 92, is amended to read in part:		
Mansfield, Ohio (VOR)	Bowerstown (Int), Ohio	2,500
Bowerstown (Int), Ohio	Wheeling, W. Va. (VOR)	3,000
(18) VOR Civil Airway No. 114, is amended to read in part:		
Alexandria, La. (VOR)	*Morganza (Int), La.	1,300
*Morganza (Int), La.	Baton Rouge, La. (VOR)	1,300
*1,500' - Minimum reception altitude		
(19) VOR Civil Airway No. 114, is amended by adding:		
Baton Rouge, La. (VOR) Via N alter.	*Madisonville, (Int), La. Via N alter.	2,300
*Madisonville (Int), La. Via N alter.	New Orleans, La. (VOR) Via N alter.	1,700
*2,300' - Minimum reception altitude		
(20) VOR Civil Airway No. 122, is amended by adding:		
Crescent City, Calif. (VOR)	Medford, Oregon (VOR)	8,000
(21) VOR Civil Airway No. 132, is amended by adding:		
Akron, Colo. (VOR)	Goodland, Kans. (VOR)	5,800
(22) VOR Civil Airway No. 148, is amended by adding:		
Thurman, Colo. (VOR)	Imperial, Nebr. (VOR)	*5,900
*4,900' - Minimum terrain clearance altitude		
(23) VOR Civil Airway No. 165, is amended to read in part:		
*Berry (Int), Calif.	**Palmdale, Calif. (VOR)	9,000
*9,000' - Minimum crossing altitude at Berry (Int), N-bound		
**9,000' - Minimum crossing altitude at Palmdale (VOR) S-bound		
(24) VOR Civil Airway No. 152, is amended to read in part:		
Tampa, Fla. (VOR)	Plant City (Int), Fla.	1,300
Plant City (Int), Fla.	Orlando, Fla. (VOR)	1,700

✓ WAC CHART NO. 409 CORRECTION: Correct WAC Chart No. 409, 19th Edition, to read: "LaGrange Radio" instead of "LaGrande Radio".

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Boston	Lincoln	Boston Local	WAC 265
Cheyenne	Salina	Honolulu Local	WAC 266
Denver	Trinidad	WAC 77	WAC 267
Dubuque	Wichita	WAC 78	WAC 2219

A new edition (or new chart) for the charts listed below is now available for issued. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Bellingham	12-3-54	Los Angeles Local	12-3-54	WAC 404	11-26-54
Butte	12-2-54	WAC 304	11-30-54	RC 2210	12-2-54
Portland	12-3-54	WAC 364	11-26-54	3060D	11-26-54
Spokane	11-26-54				

Instrument Flight Charts

released since November 22, 1954

AL 93	RNG	Lockbourne AFB	AL 466	ILS-2	Youngstown Airport
AL 198	RNG-1	Houston Intn'l Arpt.	AL 20	ADF	Broome County Airport
AL 198	RNG-2	Houston Intn'l Arpt.	AL 174	ADF	Kent County Airport
AL 222	RNG	Lake Charles AFB	AL 201	ADF	Huntington Airport
AL 286	RNG	Dutchess County Arpt.	AL 357	ADF	McClellan AFB
AL 302	RNG	N.A.S. Olathe	AL 376	ADF	Hamilton AFB
AL 319	RNG	NAAS Saufley Field	AL 380	ADF	Travis (Chatham)Field
AL 453	RNG	McConnell AFB	AL 532	ADF	Tri-State Airport
AL 568	RNG	Castle AFB	AL 594	ADF	Bakalar AFB
AL 852	RNG	Kanawha County Arpt.	AL 679	ADF	Campbell AFB
AL 20	ILS	Broome County Arpt.	AL 852	ADF	Kanawha County Airport
AL 79	ILS-1	Lovell Field	AL 117	VOR	Des Moines Airport
AL 79	ILS-2	Lovell Field	AL 206	VOR	Hawkins Airport
AL 174	ILS	Kent County Arpt.	AL 222	VOR	Lake Charles AFB
AL 254	ILS	Long Beach Arpt.	AL 262	VOR	General Mitchell Field
AL 254	ILS	Key Field	AL 277	VOR	Muscel Shoals Airport
AL 365	ILS-2	Salt Lake City Mun. #1	AL 852	VOR	Kanawaha County Airport
AL 380	ILS	Travis (Chatham) Field	OP 61		Rio Grande Valley Intn'l Airport
			OP 443		Washington National Airport

RF/VOR 6, 7, 8
RF-102, 104, 105
RF Terminal Area - Houston, Los Angeles, New York, San Francisco-Oakland, St. Louis,
RF-VOR Terminal Area - Dallas-Ft. Worth, San Francisco-Oakland
RF U.S. Check List; Alaska Check List

NEW CHARTS

AL 254	ADF	Meridian, Miss.	Key Field
AL 382	ADF	Schenectady, N. Y.	Schenectady County Airport
AL 799	ADF	White Sulphur Springs, W. Va.	Greenbrier Airport
OP 252		Melbourne, Florida	Melbourne-Eau Gallie Airport
OP 870		Lufkin, Texas	Angelina County Airport
RC 2215		Dallas-Ft. Worth to San Francisco	
RF- Dayton Terminal Area			

DISCONTINUED CHARTS

AL 576	RNG	Gulfport, Mississippi (Procedure Cancelled - CAA 11-23-54)	Gulfport Airport

(12-14-54)

AL 825 RNG Wilmington, North Carolina Wilmington Anch.
(VAR Range - Decommissioned)
AL 197 ADF Houston, Texas Ellington AFB
(Procedure Cancelled 12-2-54 USAF)
RF Danger Area Charts - (S.W.) (N.W) (S. Central) (S.E.) (N.E.)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ALEXANDER CITY-RUSSELL ARPT: N/S Strip closed - const. (10-25)
ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV erected 6.1 n mi SSE (158°T) at lat 33-29-06 long. 85-48-32.(7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends.(4-23)
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)
**CHICKASAW ARPT: Abandoned. (10-1)
EUFAULA-WEEDON ARPT: Material and const equip. on N/S Rnwy. 1200' usable rnwy on either end E/W Rnwy - Caution. (11-15)
EVERGREEN-MIDDLETOWN FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips. Effect.0600 Jan 1, Rnwy lgts avail by circling fld or req Evergreen INSACS. (12-11)
HUNTSVILLE-RADIO: VOR radials 20°-70°;100°-130°; 150°-210°;255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
MONTGOMERY-DANNELLY FLD-TOWER: About Dec 17, ILS will be cmsnd. (12-6) FLD:
** 823' (1483'MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56.(9-16) NE taxiway and ramp clsd. Taxiway from Rnwy 15 to E/W taxi strip perm clsd. Dips in E/W Rnwy 1500' from E end. Ditch approx 200' NE of apch end Rnwy 21 unlgtd. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. (12-10)
**TUSCALOOSA-VAN DE GRAAFF ARPT: Flashing lgt in wind cone lctd in seg circle utilized sunset to sunrise to indicate weather below VFR minimums. (11-25) 200' (MSL) micro wave twr erected 3.5 n mi SE (123°T) at lat 33-12-33; long. 87-32-57. 200' (900'MSL) lgtd micro wave twr erected 17.5 n mi NE (60°T) at lat 33-22-06; long. 87-18-54. (11-11)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'
DOUGLAS-BISBEE-DOUGLAS INTERNATIONAL ARPT: Pilots are cautioned to use maximum length of rnwys for landings and take-offs, due to obstructed view of ends. Take-offs from intersections of rnwys and taxiways prohibited.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)

ARIZONA: KINGMAN ARPT: Caution-intermittent target plane testing in vcnty. Rdo controlled acft operating in area NW of fld.
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.
TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbnd headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. USAF UHF/DF unreliable 170-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed. (2-3)
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. (2-3)
ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.(3-10)
TEXARKANA-RADIO: VOR 143° rad to Rnwy 13 beyond tolerance due-roughness and bends.
WALNUT RIDGE-RADIO: VOR rad 290°-320°and 120°-150°have severe bends & crs roughness.
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
AVENAL ARPT: Closed to all tfc Dec 14 Dec 27. (12-10)
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80° 123°, Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'. Nov 8, commun facs subject to short periods of interruption without notice until approx Dec 20 - modernization. (11-23)
BRAWLEY ARPT: E/W Rnwy clsd-construction. (4-30)
BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on Rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of Rnwy 7 will oper intermittently during this test period. (12-7)
CORNING ARPT: Closed winter months. (11-11)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W paved Rnwy unusable.
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
DUNSMUIR-MOTT FLD: Closed - snow. (12-13)
EDWARDS AFB-RADIO: USAF LF rng crs have splits & multiples,unreliable beyond 35 n mi.
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution-use at own risk. (5-29)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt crs roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
**FRESNO-AIR TERMINAL ARPT: 400' (718'MSL) lgtd antenna twr erected 5 n mi S (170°T) at lat.36-41-27; long. 119-40-43. (12-3)Rnwy 7-25 clsd until approx April 1, 1955.(9-15)
**FRESNO-CHANDLER FLD: Pools of water on rnwy after rainfall. (12-3)
FURNACE CREEK ARPT,SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard marked. (11-17)
GASQUET ARPT: N side of strip clsd-const.
KLAMATH-McBETH FLD: Closed-high vegetation. (7-27)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°,5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°,7000';100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19) Caution-ILS and low freq. rng durg VFR conditions hvy simulated inst apch tfc. (11-29)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11)
★LOS ANGELES INTERNATIONAL ARPT-TOWER: About Jan 3, 1955, ASR will be shut down for approx 4 months-modernization. (11-30) Apch ctl voice channel on LF rng freq 332 kc decmsnd. (12-10) FLD: FIDO testing at irregular intervals. Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (6-4) (12-14-54)

CALIFORNIA: **MARYSVILLE-CHEIM ARPT: Abandoned. (11-4)

✱NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'. Dec 6, trans freq 255.4 mc cmsnd.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vicinity of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26) ILS LMM unreliable for navigational purposes beyond 5 s mi due interference Oxnard AFB H fac. (11-17) About Dec 21, ILS LMM and twr freqs will be changed to 215 kc.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (7-28)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO-INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Feb 1, 1955 - modernization and move to new twr. (12-9) FLD: Taxiway 1 paralleling Rnwys 10R and 1L clsd. Equip. on fld. A hump of 5'' rise in 75' developed across Rnwy 10L-28R, 3000' from W end of rnwy. (2-3) 90' pile driver adj W end 28L mrkd, lgtd. (7-20) Effect. Oct. 18, tfc will be operg simultaneously on Victor 107 and Victor 25/27E in vcnty of San Francisco VOR, even though the center line of these arwys is 8.5 s mi apart. The usual dist. rqrd between the center line of two VOR Airways before lateral separation is considered to exist is 10 s mi. However, due to the proximity of the Oakland VOR and the San Francisco VOR facilities and the quality of the reception from these facilities, a waiver has been granted for this deviation from the 10 s mi requirement. Tfc information will be exchanged between any two aircraft simultaneously operg on Victor 107 and Victor 25/27E when the acft do not have time or altitude separation. In this connection, pilots should note that Victor 107 was recently realigned from Coalinga - San Francisco to Coalinga - Oakland. (10-14)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)

CALIFORNIA: SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, ∞ unreliable. Multiples all courses. Usable for homing only. (1 29)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28) VOR has occasional interference. Caution advised. (10-11)

**SANTA CRUZ-CAPITOLA ARPT: Closed. (11-3)

SANTA MONICA ARPT: TVOR structure 16' high 900' W and 170' N apch end Rnwy 3. (11-18)

✱STOCKTON-RADIO: Dec 6, rcvg freq 225.4 mc cmsnd.

STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on Rnwy 16-34 only. Caution.

✱THERMAL-RADIO: Dec 13, LF rng, freq 242 kc recmsnd. Class: MRLWZ.

UKIAH-RADIO: VOR usable dist. 20°-40°, 35 n mi at min instr alt. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. USAF UHF/DF trng status only. (6-24)

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.

**DUPONT-ADAMS CITY ARPT: Abandoned. (12-7)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work - days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72° T) at lat 40-38-05, long. 103-08-15. (9-15)

CONNECTICUT: BETHANY ARPT: E side fld soft - flagged. Use at own risk. (4-1)

EAST HARTFORD-RENTSCHLER ARPT: Rnwy 4-22 closed daylgt hrs. (11-18)

HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.

DELAWARE: DOVER-SUNGLOW ARPT: Effect. March 1, 1955, fld will be abandoned. (11-16)

GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: About Dec 28, trans & rcvr 120.9 mc will be decmsnd and trans & rcvr 121.1 mc will be cmsnd. (12-2) FLD: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500' MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only. Two-way rdo rqrd. (11-25)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior apporval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 0-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs. (10-11)

FLORIDA: **ASTOR PARK-SELLERS LAKE ARPT: Abandoned. (11-18)

CROSS CITY-ARPT, 58, MEM-TPA: Unlgtd trees penetrate standard apch zone to Rnwy 30-use caution at ngt. (10-20)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FLORIDA: FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18) Nov. 15, VOR shut down for approx 45 days - modernization and installation of loop antenna array.
**HOLLYWOOD ARPT: Abandoned. (10-14)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)
JACKSONVILLE-IMESON ARPT-TOWER: ASR will continue to issue distance values in statute mi in connection with radar control. (11-10)
KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed straight out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air Carrier operns into Meacham fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)
**LAKELAND-LODWICK ARPT: Rnwy lgts on prior req to 2400 only. (10-13)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing.(4-2)
**OCALA-TAYLOR FLD: 35' TV antenna lctd 300' from NW end of Rnwy 11. (10-5)
ORLANDO-RADIO: VOR and DME usable dist 35 n mi at min en route alt. (10-22)
**ORLANDO ARPT: 177' (276' MSL) lgtd twr atop Sou Bell office bldg. erected 1.7 n mi W (258°T) at lat. 28-32-34; long. 81-22-38. (11-26)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PANAMA CITY-FANNIN ARPT: 64' lgtd bcn twr S side of fld at lat 30-12-24, long. 85-41-00. (11-0)
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed - dredging operns.
ST. PETERSBURG-WHITTED/CGAS ARPT: Const S of arpt.(6-16)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)
TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°.(10-28)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
TAMPA-KNIGHT ARPT: 1134' MSL TV lgtd twr being erected 11 n mi (115°T) at lat. 27-50-26; long. 82-15-47. (11-30)
VERO BEACH-RADIO: VOR and DME coverage 35 n mi at 1500' at all azimuths.(8-6)
WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)
**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12) All rnwy lgts inop. (10-30)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.(6-5)
ALBANY ARPT: Rnwy 9-27 and 16-34 closed to ngt aircarrier operns.(10-18)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi.(3-15)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt.(8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn.
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BAINBRIDGE ARPT: Clsd 1700-0700 Mon-Fri. Clsd Sat, Sun and holidays xcpt prior approval from operations officer. (2-16) Lmts svcg and facs trans mil acft 0700-1700 Mon-Fri only. Inten student trng 25 mi radius.(2-23)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.(1-8)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)
DUBLIN ARPT: Bcn and rnwy lgts inop. (10-7)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (12-6)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)
BURLEY ARPT: Lgtd pile driver with top 65 ft above water operg in Snake river in apch land approx 800' from end of Rnwy 24. (11-22)
**FISH LAKE USFS ARPT: Closed until June 1955. (10-4)
MALAD CITY-RADIO: VOR usable dist 0°-20° and 50° - 60°, 35 n mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution. (9-3)
ILLINOIS: **ARLINGTON HEIGHTS-ARLINGTON ARPT: Abandoned. (11-1)
★BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW,SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
BENTON ARPT: Caution - new N/S Rnwy under const. (10-5)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat. 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO-MEIGS FLD: Fld clsd under the following wind conditions: Wind 90° to rnwy of 15 knots, clsd to all acft weighing 1500 lbs or less. Winds 90° to rnwy of 20 knots and/or gusts above 20 knots, closed to all single engine acft xcpt those with tricycle or caster gear. Winds 90° to rnwy of 25 knots clsd to all acft. Equip. E side of rnwy. (10-13) 2-way rdo rqrd ngts.
★CHICAGO-MIDWAY ARPT-TOWER: Dec 7, TVOR operg on test basis. Freq: 116.2 mc. Ident: CHI. Monitoring category (1). Dec 1, rcvr 122.5 mc discontd and 122.7 mc estab. Dec 13, transmiter freq 219 kc decmsnd. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to ner terminal bldg., also ramp area N of Tiger-Slick hangar.(5-21)
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N. (12-12)
**DANSVILLE ARPT: Abandoned. (10-4)
**DANVILLE-VERMILION ARPT: Closed. (11-30)
**DE KALB ARPT: Beacon commissioned. (10-11)
**DIXON ARPT: Longest rnwy & fac: h28,S5,U. Two rnwys. (10-22)
**FREEPORT-HILLCREST ARPT: Abandoned. (10-20)
KEWANEE ARPT: Arpt closed - under const. (10-19)
LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat. 41-42; long. 88-08; 12 n mi NNW (340°T). (5 mi SSW Naperville VOR on 189° radial). Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)

ILLINOIS: LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkrd or lgtd. (5-27)

**MAHOMET-SANGAMON VALLEY ARPT: Delete from Directory of Airports. (10-12)

MARION AIRPARK: Closed. (7-12)

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)

**WOOD DALE-MOODY-WOODDALE ARPT: Reinstated. Lctd 1.3 s mi NNE. Elev: 698'. Lat 41-58-45, long. 87-58-15. Type: L. 4 rnwys. Lngst rnwy and fac: 27. Remarks: Acft over 3500 lbs prohibited. Closed week-ends. (10-4)

INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constd extending across the southern edge of Allen County, Ind in a southeasterly direction from a point in Huntington Co., near the Allen Co. line to the Ohio state line 8.7 n mi SW of Ft. Wayne. Work to be completed Jan 1, 1955. Will not be marked or lgtd. (7-6)

AUBURN ARPT: 856' (1723'MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)

COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF commissioned. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)

CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

DYER-TRIANGLE ARPT: E/W Strip clsd-const.

EVANSVILLE-DRESS MEMORIAL ARPT: Dec 1-31, N/S Rnwy will be unlgtd and closed to ngt opern; open daytime during this period. Caution-const along edges. (11-22)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800'-daylgt operns, 6200' ngt operns, 1600' ext. not lgtd. (6-18)

**GARY ARPT: 60' (649'MSL) unlgtd poles erected 1050' NW at lat. 41-37-17; long. 87-25-00. Generating stn bldg under const 6600' N at lat 41-38-20, long 87-24-25. Dimensions 125 x 320' and 125' high. 160' (748'MSL) lgtd smoke stack. (5-17)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBK. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)

INDIANAPOLIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Due to non-visibility, twr unable to ctl tfc on taxiway from SE hangar to the turning ramp. (8-13)

**INDIANAPOLIS-SHANK ARPT: Unlgtd 20' pole line being constd on E side of road along the E bndry of arpt. (10-20)

LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the danger area approx 4.3 n mi have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MONTICELLO ARPT: Abandoned. (12-7)

RISING SUN ARPT: Caution extreme S end of N/S Strip is fresh fill dirt.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclzr back course flyable with slow bends one to 5 n mi from stn.

TERRE HAUTE-HULMAN FLD: NE/SW Rnwy clsd. NE and SE taxiway clsd from SE apch end to intsxn NE/SW Rnwy. (11-15)

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45 35; E-long. 91-11-04; W-long 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.

**FAIRFIELD MEMORIAL ARPT: New fld. Type: Lctd lat 40-59, long. 91-56, one s mi SE. Elev: 780'. Two turf strips: 150 x 2600 and 150 x 1950'. F1; S1. (11-11)

INDEPENDENCE ARPT: N/S strip closed. (4-9)

MASON CITY ARPT: Sod between taxiways N end N/S Rnwy unusable.

MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)

IOWA: SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat 42-34-27; long. 96-22-11. (7-14)

WATERLOO-RADIO: About Dec 22, combined stn/twr will be cmsnd at Municipal Arpt. Trans: 278kc; 119.3, 121.5, 121.9, 122.2, 126.7, 135.0, 135.9 mc. Rcvg: 3023.5 kc; 119.3, 121.5, 121.9, 122.1, 122.5, 126.7, 135.9 mc. About Jan 17, 1955, UHF freqs will be cmsnd. (11-29)

**WATERLOO ARPT: Unicom Stn 122.8 mc discontd. (10-19)

KANSAS: ARKANSAS CITY-STROTHER AUX#2 ARPT: Work on erection of p-line varying from 12' to 25' above ground and surrounding arpt. (10-13)

AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

CIMARRON ARPT: Restricted to NW/SE rnwy. Rough. Unattended. (6-30)

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec. fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. E 3000' E/W rnwy remain open. (11-5)

GREAT BEND ARPT: 2875'(MSL) lgtd twr erected 5.6 n mi NE (46°T) at lat 38-25-54, long. 98-46-24. (12-3) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil Acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Caution men and equip. near rnwys, days. (9-15)

✱HUTCHINSON ARPT-TOWER: Trans & rcvr 257.8 mc temp decmsnd. (11-25) Dec 6, rcvr 122.5 mc cmsnd.

KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)

OTTAWA ARPT: Use turf strips with caution. (11-1)

✱MINNEAPOLIS-RADIO: USAF H fac cmsnd. Freq: 344 kc. Ident: MPZ. Lctd at lat 39-07-00, long. 97-39-00. Bear. & dist to Smoky Hill AFB: 170°, 19.0 n mi. Class: HW.

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: Bcn and rnwy lgts inop - repairs. (8-28)

RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)

SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)

SATANTA ARPT: Closed. (3-29)

**SYRACUSE ARPT: Rotating bcn discontd. (12-13)

TOPEKA-PHILIP BELLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)

ULYSSES ARPT: All strip lgts inop. (4-29)

**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat 37-46-54; long. 97-31-10. (10-18) 128' lgtd steel water tank being erected lctd 0.4 n mi ESE of SE corner of arpt, lat 37-38-34; long. 97-24-45. (11-8)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone 63-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

COVINGTON-RADIO: VOR has lgt to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (12-2) VOR freq change from 115.6 mc to 115.4 mc postponed indef. (12-2)

DANVILLE-GOODALL FLD: All lndg area clsd const. Temp 1700' N/S strip in use lctd W of closed N/S strip. (10-9)

**DAVID-PERMEL ARPT: Abandoned. (10-14)

EMINENCE-GILTNER FLD: Effect. Mar 1, 1955, fld will be abandoned. (10-26)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenbrug, Kentucky) plant is processing highle inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty. (12-14-54)

KENTUCKY: LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: About Dec 17, VOR will be cmsnd. Freq: 116.0 mc. Ident: YRK. Lctd at lat 38-38-40, long. 82-58-41. Bear. & dist to Raven Rock Arpt: 322°, 5.4 mi. Variation: 1°W. Monitoring category (I). Monitored from Huntington, W. Va. INSACS. Elev: 1060'. Class: VORW. (12-9)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 mi. ENE (75°T) at lat. 31-18-22; long. 92-24-56. (7-25)

✱BATON ROUGE-RYAN ARPT-TOWER: Effect. Dec 1, apch ctl inaugurated. Voice call: Baton Rouge Apch Ctl. Trans & rcvr 118.3 mc apch ctl and lcl ctl. 121.9 mc gnd ctl. Class: AC(g). (11-25) FIELD: S taxiway between rnwys 35-31 closed. (12-9)

**BOSSIER CITY-RAINBOW ARPT: (Formerly carried as Shirley Arpt.) NW/SE Strip perm. closed. (10-30)

HAMMOND ARPT: Beacon inoperative. (5-25)

**MINDEN ARPT: Abandoned. (1.5 s mi W). (10-8)

MONROE-RADIO: VOR has scalloping bends and crs displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)

NEW IBERIA-IBERIA PARISH ARPT: Rnwy lgts inop. (10-22)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)

SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side on N/S rnwy.

WELSH ARPT: E/W rnwy closed - repairs. (9-28)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160°and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17n ni; 50°-240°, 26 n mi 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous-broken pavement, patches. Ctc lgts inop. (11-30)

PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials unable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt. All courses within tolerance.

RANGELEY ARPT: Caution-northerly edge ESE end of WNW/ESE strip rough.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)

BALTIMORE-FRIENDSHIP INTERNATIONAL ARPT: 1450' W end rnwy 10-28 not avail. for take-offs without prior approval. Normal take-offs shall be made from intsxn of E/W taxiway and rnwy 10.

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail. at pilots discretion.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling any State Police Barracks.

BOSTON-RADIO: Maximum usable distance all VOR radials, 26 n mi at minimum instr altitude. All radials within tolerance. Moderate multiples SW course LF range. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FIELD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiwys not visible from twr. Two-way rdo rqrd. (8-25)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft take-offs prohibited from rnwys 4L and 33. (10-2) Take-offs in northeasterly direction rnwy 4L and lndgs in S westerly direction rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months-const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roH over area on SW lndgs and as a taxiway for NE take-offs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-20)

BOSTON-NORWOOD MEMORIAL ARPT: NNW/SSE rnwy clsd. (10-25)

BOSTON-REVERE ARPT: Lgtd 40' boom-working end rnwys 13 and 15. (7-23)

EASTON-AMES FLD: Equip. on fld. (8-13)

✱FALMOUTH-OTIS AFB-RADIO: USAF H fac recomsnd. Freq: 362 kc. Ident: FAL. Lctd at lat 41-41-45, long. 70-28-45. Bear. & dist. to fld; 230°, 2.2 n mi. Class: MHW.

**MARSHFIELD ARPT: Lngst rnwy & facs: 23-S1-U. (10-6)

**METHUEN-MERRIMACK VALLEY SKYPORT: Unicom 122.8 mc avail. (10-6)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle. (7-21)

NEW BEDFORD ARPT: Men and equip. on rnwys. (4-12) 3 medium int. rnwy lgts NE side rnwy 14-32 inoperative. (6-28)

NORWOOD ARPT: 849' lgtd twr 3 n mi NE (48°T) at lat 41-12-42; long. 71-06-51, completed.

**ORLEANS ARPT: New Arpt. Type: P. Lctd 1.1 s ni W. Elev 25'. One rnwy 1500', 80 oct.

**WESTBORO ARPT: 320' lgtd twr erected 6 n mi ESE (108°T) at lat 42-14-45; long. 71-30-55.

MICHIGAN: ALMA ARPT: N/S rnwy closed. (3-5)

BALLLE CREEK-KELLOGG FLD: Men and equip. on fld-days. (10-31)

BIG BEAVER ARPT: N/S strip not maintained. (8-26)

CADILLAC-RADIO: About Dec 31, INSACS will be perm decmsnd. Class changed to MHW.

**CADILLAC ARPT: 1202' (2988'MSL) lgtd twr erected 8.2 n mi SSE (153°T) at lat. 44-08-12; long. 85-20-33. (11-11)

DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11)

*DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59; long. 83-12-20. (7-23) 200' tower temporary lighted erected 5 n mi SW (243°T) at lat 42-22-25; long. 83-06-05. (12-4) Due to non-visibility tower unable to ctl traffic on 250' of runway at approach end runway 2.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility tower unable ctl traffic on ramp N side of old airport and eastern two thirds of National Guard ramp on SE side of old arpt. Runways 5-23, 14-32 and old airport closed to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 available for light aircraft only. (5-24)

DETROIT-WILLOW RUN AIRPORT: Due to non-visibility tower unable to ctl traffic on N portion W ramp and first 500' of rnwy 9L. Equipment on fld days.

EASTPORT-TORCHPORT ARPT: Caution NW/SE rnwy under construction. (6-3)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under construction - closed.

*GRAND RAPIDS-KENT COUNTY AIRPORT: Trees on approaches to rnwys 12 and 36L higher than obstruction lgts. Unlighted aircraft parked SW side of field W intsxn runways 36L and 4R also just off N edge taxi ramp W Admin. Bldg. (2-4) Runwy 18R-36L closed night traffic sunset-sunfise.

*GRAYLING-MASONS ARPT: Closed. (11-22)

*KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-49. (7-18)

LANSING-RADIO: LF range operating at reduced power output of 100 watts indefinitely.

MICHIGAN: LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

**LORETTO-NORWAY TOWNSHIP ARPT: Abandoned. (9-28)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)

**MUSKEGON-NORTHSIDE ARPT: Closed. (9-28)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat. 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°, 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJL. Not to be used for navigational purposes. (10-25)

BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. Not to be used for navigational purposes. (10-25)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. Dec. 10, Z mrkr shut down until approx Dec 24 - modernization.

★DULUTH ARPT-TOWER: Dec 1, trans & rcvr 121.9 cmsnd for gnd ctl. FLD: 584' (1828'

** MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat. 46-47-20; long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140°T) at lat. 46-47-08; long. 92-07-15. (8-4) 3' stakes marking all rnwy and taxiway lgts. Sod areas unsafe. (7-8)

EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. Not to be used for navigational purposes. (10-25)

INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 11.8 mc. Ident: INL. Not to be used for navigation. (10-25)

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg.

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-9)

ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation. (10-25)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

**CLEVELAND-BOLIVAR COUNTY ARPT: Rnwy lgts operg daily until 2400. (12-13)

**COLUMBUS-LOWNDES COUNTY ARPT: Four 325' (536' MSL) lgtd rdo twrs erected 4.4 n mi N (357°T) at lat. 33-32-28; long. 88-23-36. (12-9)

★GREENVILLE AFB-RADIO: USAF H fac cmsnd. Freq: 344 kc. Ident: GVS. Lctd at lat. 33-31-50; long. 90-69-30. Bear. & dist to fld: 167°, 2.2 n mi. Elev: 130'. Class HWZ.

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

**VICKSBURG, BCN SITE 38, FTW-ATL: Will be decmsnd Dec 7. (11-19)

**WALLS-SANDERS ARPT: Abandoned. (11-5)

MISSOURI: BRANSON: Two stationary steel twrs 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL, 8 mi S; 3 mi S of Branson Arpt. Two 2000' cables will connect twrs and span White River-mrkd. (12-9)

**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat. 37-20-25; long. 89-35-21. (8-25)

★CLEVELAND-RADIO: Correct USAF H fac lat. 38-41-12; long. 94-35-13. (11-23)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

ELDON-MODEL ARPT: Rgt tfc NNE/SSW Strip. (10-24)

JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28; long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat. 39-05-03; long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 600' lgtd TV twr erected 8.7 n mi SE (150°T) at lat. 38-37-41; long. 90-16-09. (12-6) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156' x 42' hard surfaced. E/W rnwy 2900' x 200', sod. (12-9)

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

★VICHY-RADIO: Dec 13, LF rng freq changed to 400 kc. (12-13)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100° 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: VOR and DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 36 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

★DILLON-RADIO: VOR radial 146° usable to 39 n mi. Dec. 13, trans 255.4 mc cmsnd.

DRUMMOND-RADIO: VOR and DME coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

**LAUREL ARPT: (New): Type: P. Lat. 45-41; long. 108-46. Lctn: 2 s mi N. Elev: 3500'. No. of rnwys: 3. Lngst rnwy & facs: 26-S1. Fuel: F1. Remarks: Use Rnwys. P-line SE.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

**LIVINGSTON ARPT: Closed. (10-22)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

**MISSOULA-HALE ARPT: Abandoned. All services moved to Missoula County Arpt. (12-8)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E crs LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

MONTANA: **POLSON ARPT: No fuel, servicing or attendant. (10-4)
ST. IGNATIUS ARPT: Rnwy lgts inop until July, 1955. (10-4)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)
**ALLIANCE ARPT: 100' twr erected adj to operns bldg, lctd lat 42-03-30, long. 102-49-00.
BEATRICE ARPT: E/W strip open days only for lgt acft.
COLUMBUS ARPT: Caution - const. Use rnwys. (8-28)
GRAND ISLAND ARPT: Caution - men, equip. on Rnwy 12-30, daylgt hrs until approx Feb. 1, 1955. Caution-const approx 1000' N of S end and along W edge of ramp, mrkd.
HASTINGS ARPT: Extreme caution, shoulders ruf - soft when wet. Use rnwys, strips.
LEXINGTON-RADIO: About Dec 31, INSACS will be perm decmsnd. (12-3)
LEXINGTON ARPT, SITE 27A, DEN-GRI: Taxiway soft when wet.
LINCOLN-RADIO: Soon, INSACS will be cmsnd at Union Arpt. Trans: 385 kc; 121.5,122.2, 126.7, 135.0, 135.9, 255.4 mc. Rcvg: 3023.5 kc; 122.1, 121.5, 126.7, 135.9, 255.4 mc. Class: SBMRLZ-DTV. (12-9)
**MINDEN ARPT: 24'' clear and green beacon and rnwy lgts cmsnd. (11-6)
**OGALLALA ARPT: 253' (3629' MSL) lgtd rdo twr erected 3 n mi NE (70° T) at lat 41-08-27, long. 101-42-29. (12-2)
**ORLEANS-OTT ARPT: Delete from Directory of Airports. (10-25)
PENDER-LAMPE'S ARPT: Caution - strip narrow. Attended Sundays only.
**RAVENNA ARPT: Abandoned. (9-28)
SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)
SCRIBNER-STATE ARPT: S Taxiway clsd.
SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi 120°-170°, 17 n mi' 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
ELY ARPT: Const on apron. (9-2)
FALLON-RADIO: About Jan 10, 1955, INSACS will be decmsnd. Navy will trans hourly wea observations and assume ctl of voice feature LF rng. (12-11)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'. (5-6)
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. (5-7)
RENO-ARPT: Rnwy 16-34 clsd - const - acft parked on S 3000'. (9-2)
RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Operg on trng status. Unreliable below 16,000' from 360°-030°. (11-30)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)
★TONOPAH-RADIO: Dec 2, rcvr 255.4 mc cmsnd.
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Broken pavement on taxiways.
NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)
NASHUA-GATE CITY ARPT: Closed - construction. (4-14)
NEW JERSEY: ★ATLANTIC CITY NAS-RADIO: Navy HW fac opers continuously. (12-2)
BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to Apr 1, '55, arpt will not be maintained and no services avail. (11-24)
CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
MILLVILLE ARPT: Caution - low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)
NEWARK-RADIO-SPFCIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. Two-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces. (11-8) Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts - mrkd. Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170' to 400' high - lgtd. (12-2) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N. J Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)
*NEW BRUNSWICK-NORTH BRUNSWICK ARPT: Maintain 300' alt over hwy in lndg Rnwy 14 and Rnwy 32. (10-14)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rock and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 100' boom located approx 2000' N of NE end of Rnwy 24. - lowered ngts and IFR weather.
TRENTON-MERCER COUNTY ARPT-TOWER: Twr will be unattended from 1700, Dec 24 to 0900, Dec 27 and from 1700, Dec 31 to 0900, Jan 3, 1955. (12-10) FLD: Acft using Rnwy 24 on take-off clear boundary at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. Arpt will be unattended 1700 Dec 24 - 0900 Dec 27 and from 1700 Dec 31 - 0900 Jan 3, 1955. Service and lgts avail. on req phone Trenton, Lyric 9-3491. (12-10)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)
ALBUQUERQUE-KIRTLAND AFB: Bldgs and p-lines lctd apch end Rnwy 21. Caution - lndg on Rnwy 21. (7-6) Acft should have sufficient fuel to proceed to an alternate arpt, if necessary, due to hvy const. Occasionally only 5000' of rnwy may be avail for lndg. (9-3) Rnwy 8-26 closed until Feb 15, 1955. (9-14) Restricted to acft on OFL BUS ONLY until Feb 15, 1955. (9-27)
CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req. (11-10)

NEW MEXICO: COLUMBUS-RADIO: DME coverage 216°-thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310° T) at lat 32-57-28; long. 103-21-13. (9-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist. (10-28)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)
**CICERO ARPT: NE/SW Strip closed. (8/5)
**DUNKIRK-WERLE ARPT: ESE/WNW Strip closed. (8-23)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)
GOUVERNEUR ARPT: Closed until Spring 1955. (11-22)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
**JAY-AUSABLE VALLEY ARPK: Delete from Directory of Airports. (11-26)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
**MT. MORRIS ARPT: Abandoned. (9-30)
**NEWARK ARPT: Abandoned. (9-30)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft.(8-18) Effect Sept 18, Ramp spots 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect Sept 20, ramp spot 4, closed. Men and equip - caution. (9-17) Caution - cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts. (10-14)
★NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with LA Guardia apch ctl on 119.9 mc regardless of wea. Dec. 1, rcvr 122.5 mc discontd, concurrently 122.7 mc implemented. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt offls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. (5-27) Acft remain clear of striped area vicinity glide slope shelter at Marine Term apron. (8-6) An 8 by 4' open ditch adjacent to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31(11-26)
NEW YORK-STATEN ISLAND ARPT: Rnwy 18-36 will be closed every Tuesday from Nov 16 thru Dec 21; also Thursday Dec 23 and Dec 30. (10-20) N/S Rnwy clsd Sat and Sun to 1200. N & NW rnwys clsd as mrkd at intsxns. Use grass for taxying. Tfc is left all rnwys. No ngt flying permitted due to New York City ordinance. (7-21)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi cir - cumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-ARPT-TOWER: ILS LMM unreliable due to interference indefinitely. (11-13) About Jan 3, 1955, ILS LMM freq will be changed from 215 kc to 379 kc. (12-3)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri.Blasts cause shock and flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: Caution-new rnwy under const. Hvy equip. crossing all rnwys, taxistrips. Rnwy 2-20 open daytime use only; length 3500'. Rnwy 10-20 open days only; caution-billboard on apch to rnwy 10. Rnwy 4-22 and adj taxistrips closed until final inspection and comm. Sod areas closed. (11-6)
SPRING VALLEY-COUNTY ARPK: E/W Strip under const.
★SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29) Dec 2, trans freq 255.4 mc cmsnd.
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95° T) at lat. 43-57-16; long. 75-43-45 - completed. (10-18) All rnwys,taxiways mrkd by 4' flag stakes for snow removal. (10-6)
**WESTPORT ARPT: NE/SW Strip closed. (8-11)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)

NORTH CAROLINA: **BURGAW ARPT: 275' (325' MSL) lgtd rdo twr erected 4.9 n mi SE (147° T) at lat. 34-28-58; long. 77-53-20. (11-28)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD:
** 170' (880'MSL) lgtd twr erected 2.8 n mi E (67° T) at lat. 35-13-33; long. 80-52-20. (11-30) Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (6-8)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285° T) at lat. 36-06-39; long. 78-56-19. (7-20)
EAGLE SPRINGS-PARKERS ARPT: Temp clsd. Ctn-land on SE 50' of NE/SW Strip.
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked. Oct 5, VOR and DME operg on test basis only; unmonitored. (12-10)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S(177° T) at lat. 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have moderate to heavy scalloping and roughness within 2 n mi stn. (12-13)
★LUMBERTON-RADIO: VOR operg as unmonitored fac on test basis. (12-10)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi, 310°-360°, 35 n mi at min instr alt. (6-24)

NORTH CAROLINA: RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11 13)

WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)

WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10)

**WILMINGTON-NEW HANOVER COUNTY ARPT: 130' (173'MSL) lgtd twr erected 2.2 n mi SW (225°T) at lat 34-14-17; long. 77-56-40. (12-1) Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (11-10)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwy 26, 35 inop. (11-30)

✱FARGO-RADIO: Correct VOR lat 46-49-50, long. 96-49-02. (11-24)

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)

JAMESTOWN ARPT: 1550' MSL grain elevator under const approx 1.1 n mi SSW of SW end NE/SW Rnwy full height to be 1620' MSL within 30 days and will be lgtd. (10-21)

LANGDON ARPT: NW/SE Rnwy clsd, const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)

**VALLEY CITY ARPT: 1086' (2481'MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat. 47-05-29; long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: About Dec 21, Talmadge FM on NE course LF rng will be perm decmsnd. (11-17)

AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L. First 800' E end Rnwy 9-27 and NE end 6-24 landfilled oiled and rolled - use daylgt hrs only at pilot's discretion. (12-10)

AKRON-CANTON ARPT: Use rnwys only.

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n m at mim en route alt. (7-1)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tvc in tfc pat, directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5) Const area 300' left Rnwy 6, mrkrd day, ngt. (11-9)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100° 145°, 35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500' 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi-eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk.

**CLEVELAND-LAKEFRONT SEAPLANE BASE: Closed remainder of Season. (10-29)

COLUMBUS-RADIO: About Dec 21, Mt. Liberty FM on NE course LF rng will be perm decmsnd. (11-17)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)

DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-294°, below 2500'. USAF UHF/DF unreliable 329°-027° below 4000'; 259°-314° below 3000'; 180°-229° and 121°-173° below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (10-28)

✱GENOA-RADIO: Dec 7 H fac perm decmsnd.

HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has moderate course roughness 350° - 110° clockwise.

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)

N. RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Jan 5, 1955, LVOR will be decmsnd. (10-29)

TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.

TOLEDO-EXPRESS ARPT-TOWER: About Jan 15, 1955, ILS will be cmsnd. Lclzr freq: 109.7 mc with voice. Ident: TLX. Lctd 2000' from NE end of NE/SW Rnwy 7. Glide slope freq: 333.2 mc. Lctd 750' NE of SW end & 450' SE of centerline of NE/SW Rnwy 7. Glide slope angle: 2.8°. Apch bear: 79°. Elev of glide slope over MM 865'; over OM 2000'. About Jan 5, 1955, LOM and LMM will be cmsnd. LMM freq: 201 kc. Ident: LX. MM lctd 0.59 s mi from apch end Rnw 7 at lat 41-34-58, long. 83-49-30. LOM freq: 219kc. Ident: TL. OM lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. (11-24) About Jan 5, 1955, Express ctl twr will be inaugurated. Concurrently Mun ctl twr will be terminated. No change in freq or hrs of opern. (11-26) FLD: Will be opened Jan 5, 1955. Lctd 15 mi WSW at lat 41-35-07; long. 83-48-16. Elev 684'. Two rnwys hardsurfaced: 7-25 5200 x 150'; 16-34 4300'x150'. Facilities: B-L4,6-S5-W. Fuel F4 avail. after Feb 1. Use rnwys only. (12-9)

**TROWBRIDGE: Caution Area C-471, described as follows: bounded on N by a line thru Curtice, Ohio to Reno by the Lake, Ohio, extending from the E bndry of Red 27 to Danger Area D-149, on the NE by Danger Area D-149, on the E by a direct line from the southwest corner of D-149 thru LaCarne, Ohio on the S by Green 3 and on W by Red 27. Altitude: Surface to 12,000' MSL. Time of Use: Daylgt hrs only. Activities Conducted: Acrobatic and Tactical Carrier Training. Controlling Agency: NAS Grosse Isle, Mikch. (10-8)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: E/W Rnwy opened and 5000' hard-surfaced, lgts on req. (11-29)

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500' 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.

**ZANESVILLE-BRIGGS ARPT: Abandoned. (10-12)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

ARDMORE ARPT: 96' lgtd temp derrick erected 1/2 n mi E. (11-23)

DURANT-EAKER FLD: 1800' NW end NW/SE RNwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NW/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

OKLAHOMA CITY-RADAR AIR TRAFFIC CONTROL CENTER: Acft operg in accordance with IFR will be afforded standard separation minimums as described in ANC/PCAT. Radar vectoring will be for trng purposes only until further advised. Ft. Worth ARTC will continue to coordinate reqs for alt reservations for above area. (11-29)

**OKLAHOMA CITY-WILEY POST ARPT: 1472' lgtd twr lctd 3 n mi. (9-2)

OKLAHOMA CITY-WILL ROGERS FLD: N Taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement lctd on S portion of N/S Rnwy. (3-16)

**OKMULGEE ARPT: 719'(1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

OKLAHOMA: PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

**STIGLER ARPT: New Field. Type: L Lat. 35-16, long. 95-06. No. of Rnwys: 2. Lctn: 3.5 s mi E. Lngst rnwy & facs: 20. (10-27)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope

** restricted to use on apchs to MM. (9-14) FLD: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265° T) at lat 36-11-26, long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight.

**TULSA-CHEROKEE ARPT: Abandoned. (10-6)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)

BEAVER MARSH 73, RIV-DLS ARPT: Closed - snow. (12-13)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

EUGENE-MAHLON SWEET FLD-RADIO: Aug 25, ILS shut down until approx Jan 1, 1955-modernization. (12-10)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)

MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

✱MEDFORD ARPT-TOWER: VHF/DF steers unreliable in all quads below min en route alt, 40 n mi radius of Medford. (10-20) Dec 7, ILS LOM cmsnd. Freq: 394 kc. Ident: MF. FLD: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

**NEWPORT ARPT: Rgt tfc Rnwys 16 and 20. (11-24)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

ONTARIO-RADIO: About Jan 10, 1955, INSACS will be decmsnd. Class: MHW. (12-10)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23) Soon, VOR will be shut down for approx 3 weeks - modification. (11-24)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts Rnwy 7-25 inop. (1-27)

PENNSYLVANIA: **ALIQUIPPA-HOPEWELL ARPT: New Field. Type: P. Lat 40-35, long. 80-17. Lctn: 2 SW. Elev: 1150'. No. of rnwys: 2. Lngst rnwy & facs: 20-S5. Fuel: F1.

ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180° T) at lat 40-33-59, long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBER-WINGS FLD: N/S Rnwy closed. Const on fld. (9-30)

BRISTOL-3M AIRPORT: Caution - constr equip. on S apch N/S Rnwy - hazardous. (10-29)

PENNSYLVANIA: BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E long 77-47-00; W long. 77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Jan 15, 1955, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 4-121-14, long. 79-09-04. Variation: 6° W. Monitoring category (1). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (11-10)

**GREENVILLE ARPT: New Field: Type: P. Lat 41-27, long. 80-24. Lctn: 3 s mi N. Elev: 1197'. No. of rnwys: 2. Lngst rnwy & facs: 27-S3. Fuel: F1. Remarks: Intsxns soft when wet. (9-17)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi' 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500', 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)

HAZLETON MUN ARPT: Bcn unlgtd. Rnwy lgts avail. only on request. (11-4)

HAZLETON-REIFENBERG ARPT: Irregularly - no service avail. (7-20)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end Rnwy 12, mrkd days. (11-25)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-12)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwys 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT: New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: About Jan 17, 1955, ILS serving Rnwy 32 will be perm decmsnd; concurrently lclzr on Rnwy 28 will be shut down for freq change to 110.3 mc. About Jan 22, 1955, ILS on Rnwy 28 will be cmsnd. Lclzr freq: 110.3 mc, with voice. Glide slope freq: 335.0 mc. Angle 2.95°. Glide slope lctd 400' S of rnwy and 665' W of threshold, 1155' from paved end Rnwy 28. Alt over OM 2950'; over MM 1380'. No change Union MHW lctd at MM site Rnwy 32. (11-20) FLD: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8) About Jan 17, 1955, neon apch lgt lane on Rnwy 32 will be perm discontd. (11-29)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**STATE COLLEGE ARPT: Unicom, 122.8 mc avail. (10-14)

WASHINGTON ARPT: E/W Strip closed. (4-28)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning Rnwy 28 to the intsxn Rnwy 4-22. (11-4)

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Runways. (10-7)

WILLIAMSPORT-RADIO: About Feb. 1, 1955, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear. and dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9° W. Elevation: 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class: BVOR. (11-10)

(12-14-54)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Const in progress-open trenches both sides and edges rnwy 5-23 and taxiways, unmrkd. Turf area clsd to acft movement. Extreme caution. (7-22)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution-NW/SE strip under construction.

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat. 32-47-53; long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-27)°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16)

COLUMBIA ARPT: Rnwy 16-34 closed to all lngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920' MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat 34-16-13; long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in ocean sectors not fully flgt-checked. (10-9)

SUMTER ARPT: Const started on new school bldg lctd NW corner-not marked. (9-23)

SOUTH DAKOTA: Edgemont: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordinance Depot lctd at Lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion.

**PARKER ARPT: Rnwys narrowed to 90'. (11-2)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line extends N from bcn to transmission line.

**PIERRE ARPT: Lngst rnwy & fac: H72-BL4, 6-S5-W. (10-11)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-9)

YANKTON ARPT: New NE/SW rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn All courses usable at min alt. Courses 130° clockwise thru 185° displaced to to 4° counterclockwise in excess of allowable tolerance. (11-12)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Dec. 18 - modernization. FIELD: Due to non-visibility two unable to ctl taxiing tfc first 1400' apch end rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns within control zone.

**CLEVELAND-WATERLEVEL ARPT: Abandoned. (10-12)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi; 140°-290°, 17 n mi; 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

TENNESSEE: Caution-VOR has occasional momentary crs disturbance in mountainous areas.

**KNOXVILLE-ISLAND ARPT: 649' (2049' MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat 36-00-13; long. 83-56-35. (11-4)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. N/S rnwy closed ngts.

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

MEMPHIS ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat. 36-16-05; long. 86-47-18. (7-15)

**NASHVILLE-CUMBERLAND FLD: Reactivated. Lat 36-11-45, long 86-48-30, 3 s mi NNW. One strip NE/SW 3350' sod. 80 oct. Sto and Acft and eng reprs. Attended daylgt hrs only.

**SEWANEE-UNIVERSITY OF THE SOUTH ARPT: New fld. Type: L. Elev 1950'. One strip 2800'. (10-26)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat 29-27-57; long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I.RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.

**AMARILLO AIR TERMINAL ARPT: 145' lgtd grain elev. 3.0 n mi SSW. (11-15)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

*BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'. Correct LF rng lat 32-13-10, long. 101-35-55.

**BIG SPRING-HAMILTON ARPT: 300' (3075' MSL) lgtd rdo twr erected 3 n mi S (170°T) at lat. 32-13-19; long. 101-27-22. (11-27) FLD: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE rnwy clsd-const. (1-28)

BROWNSVILLE-INTERNATIONAL ARPT-TOWER: ILS glide slope shut down until approx Jan 4, 1955 - installation new equipment. (12-17)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only when wet. (12-13)

*DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles in connection with radar ctl. (10-5) Dec 3, ILS lclzr & glide slope recmsnd. Ils lclzr transmitter relctd 1150' from SE end of NW/SE rnwy at lat 32-50-23, long. 96-50-10. Glide slope angle raised to 3°; alt over OM 1917'; over MM 775'. 1

**DALLAS-LOVE FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50n mi N and NE quads. (8-28) USAF H fac, aural mull width over 5° at 50 n mi. (11-27)

EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000.

EL PASO INTERNATIONAL ARPT-TOWER: About Jan 10, 1955, ILS lclzr will be shut down. Installation of new monitor equip. Glide slope will be shut down intermittently during daylgt hrs for installation and tuneup new equip. (11-12) FLD: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22 & 17; rgt hand to rnwys 35, 04 & 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Neon apch lgtg rnwy 22 inop. (11-22)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

TEXAS: FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128°T) at lat. 32-45-01; long. 97-16-07. (7-6)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat. 28-17-00; long. 96-32-00.
**HARLINGEN OLD MUN ARPT: Lctd 1.8 s mi SSW - CLOSED. (10-22)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615, approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049'MSL) lgtd TV twr erected 11.3 n mi SW (247°T) at lat. 29-34-25; long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns.(9-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' E ramp closed to acft for cotton storage. (11-9)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)
MARFA-RADIO: About Jan 1, 1955, INSACS will be decmsnd. Monitoring cagegory (3). Class: VORW. (12-1)
**MARLIN-ROGERS FLD: Abandoned. (11-17)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7)
MIDLAND AIRPARK-TOWER: Effect. Nov 2, until approx Dec 14, durg daylgt hrs on week-days, USAF mobile tfc ctl unit will control all military and civil tfc by rdo or lgt signals on freqs: 396 kc; 121.5, 126.18 mc. Rcvg freqs: 3023.5 kc, 121.5, 122.5, 126.18 mc. Call: Airpark Twr. (11-2) FLD: Use rnwys only - n lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)
**PALACIOS-MATAGORDA CLUB ARPT: Closed. (11-17)
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
POTEET ARPT: Closed-const. (11-20)
QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths.(6-9)
★REFUGIO-RADIO: Navy LF rng courses realigned as follows: 47 A 135 N 227 A 315 N.
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W Strip-usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-28)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,8000'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
**SEMINOLE ARPT: 207' (3507'MSL) lgtd rdo twr erected 1.03 n mi SW (204°T) at lat. 32-41-58; long. 102-38-12. (12-8)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' MSL all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for lgt acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs usable for taxiway only.
WINK ARPT 18, ELP-FTW: No fuel avail. (11-25)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)

UTAH: DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. (4-28)
★MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21) DME operg unmonitored. (12-6)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)
★ST. GEORGE-RADIO: Effect. Dec 6, communs stn will oper only 0800-2400 daily. (12-2) About Jan 10, 1955, INSACS will be perm decmsnd. (12-10)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)
SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi.
VIRGINIA: **BRIDGEWATER-SHEN-MYERS ARPT: Strip 15-33 soft when wet.(12-9)
CHARLOTTESVILLE-ALBERMARLE ARPT: New Field under construction. 7 s mi N, Elev: 639'. Lat. 38-08-16; long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
**HOT SPRINGS-INGALLS FLD: Closed Nov 13 - April 15, 1955. (11-4)
LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat. 37-11-50; long. 79-21-97. (9-23) Signal for below VFR wea minimums inop. ngts. (7-6)
MONTEBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)
NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: About Dec 20, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident NNW, with voice. Lctd 1000' from NE end NE/SW Rnwy 6. Glide slope freq: 334.4 mc. Lctd 1250' NE of SW end and 250' SE of centerline NE/SW Rnwy 6. Glide slope angle: 3.0°. Alt of glide slope over OM 965'. Apch bear: 64°. OM lctd 3.13 s mi from apch end Rnwy 6. LOM freq: 375 kc. Ident: NN. Operg only durg hrs 0800-2400. (11-29) ILS lclzr & glide slope will be operg intermittently for test purposes only. (12-6)
NORFOLK: Warning Area W-108 redescribed as follows: Beginning at a point at lat 38-45, long. 74-53; thence due E to a point 2 n mi SW of SW bndry to ICAO Control Area #1148, thence SE paralleling said Control Area to a point 2 n mi W of the W bndry to the N.Y. Oceanic Air Traffic Control Area, thence due S paralleling the western bndry of the N.Y. Oceanic Air Traffic Control Area to lat 36-33-30, thence due W to a point 3 n mi from the U.S. shoreline, thence northerly paralleling the shoreline to lat 36-49-25, long. 75-54-00; thence to lat 36-49-25, long 75-32-00; thence due N to lat 37-08-00; thence due W to long 75-47-00; thence northeasterly paralleling the shoreline to a point at lat 38-37-00, long. 74-59-30, thence to a point at lat 38-45-00, long. 74-53-00, point of beginning. Effective Nov 8, 1954. (12-14-54)

VIRGINIA: NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-BYRD ARPT-TOWER: About Dec 21, freq 118.7 mc will be decmsnd and 119.5 mc will be cmsnd. (12-7) FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders runway 6-24.
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist at 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 clsd to all Naval acft.
CLE-ELUM ARPT: Closed-snow.
EASTON ARPT, SITE 5B, SEA-HLN: Closed for winter-snow. (12-13)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-304°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° below 7000';025°-098° below 9000' due terrain limitations.
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240°, below 4000'; 240°-315° below 3500'. (1-13)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmarked. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43, long. 122-32-32. (7-26)
PULLMAN-MOSCOW ARPT: Lighting inoperative. (9-21)
RENTON ARPT: Caution-smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inoperative. (8-17)
SEATTLE-RADIO: Nov 9, DME and VOR shut down for indefinite period-modernization.
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02, long. 122-19-13, completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.
SHELTON-RADIO: LF range on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd areas S of rnwy. Equip on fld. (12-19)
SPOKANE-GEIGER FLD: Perm crash barriers 40" high lctd 150' off ends rnwys 2-20 Ctn.
**SUNNYSIDE ARPT: 340' lgtd twr erected 2 mi WSW adj to old 230' twr. (11-26)
TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat. and Sun. (11-16)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Airways use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)
WEST VIRGINIA: **CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 4.5 n mi WNW (275° T) at lat 38-22-36, long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2'' deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp. (9-16)
GLENDALE ARPT: Caution - fld soft and muddy.. (12-6)
**HUNTINGTON ARPT: 1069' (2049' MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62 °T) at lat 38-30-34, long. 83-13-09. (10-8)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail. 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
**WINFIELD-HONAKERS ARPT: Abandoned. (10-14)
WISCONSIN: SPECIAL NOTICE: Power line from Waukesha to Wauwatosa. Poles will vary from 95' to 140' above gnd and will parallel the C and NW Railroad from Waukesha to a point S of and thence N to Wauwatosa. To be completed Dec, 1954. (5-17)
**HARTFORD ARPT: Abandoned. (12-3)
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat 44-57-55, long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
**LONE ROCK ARPT SITE 16, CHI-TWIN CITIES: Bcn changed from 6 clear and 6 green fpm to 12 clear fpm red course lgts reactivated flashing code no. 6, dash dot dash. (10-11)
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. VHF/DF inop indefinitely. FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: Effect. Jan 1, 1955, N/S strip (2000' x 200') will be discontd.
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only.
SIREN-BURNETT COUNTY ARPT: All lgtg fac inop. (10-1)
**STONE LAKE-SAND BEACH ARPT: Closed. (10-16)
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail. for skis. (12-10)
WOODRUFF-ARBOR VITAE-RADIO: From Nov 5 to May 1, 1955, all rdo facs will be operd on req basis. (11-4)
WOODRUFF-ARBOR VITAE ARPT: Nov 5 to May 1, 1955, arpt will be attended and services on a req basis. (11-4)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
CHEYENNE ARPT: Clsd to transient jet acft xcpt in emerg. E/W Rnwy 9300' with usable length 9100'. (11-24)
**DOUGLAS ARPT: ENE/WSW strip perm discontd. (11-9)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: Nov 15, ILS shut down for modernization.
ROCK SPRINGS ARPT: Caution first 500' NW end NW/SE Rnwy clsd - marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BELLINGHAM, WASH. Bellingham Airport Procedure No. 1 Effective date: 1/1/55	**Correct AIRGI Vol. 9 # 19, dated November 30, 1954 - Column 1 should read: BVOR-BLI instead of BVOR-BFL**									
BILLINGS, MONTANA Billings Airport 3612 BVOR - BIL Procedure No. 1 Original Effective date: 1/22/55 Major Changes: None, New procedure	Billings LFR	248 6.0	5000	S side W crs 248 - outbnd 068 - inbnd 5500'-within 10 mi (NA beyond 10 mi)	4700	077 3.7	2 engine or less T-dn	300-1	300-1	Within 3.7 miles...climb to 5000' on crs 055° from Billings VOR within 25 miles.
	Park City FM	068 15.0	5200				C-d	400-1	500-1	
	Nibbe FM	235 31.0	5000				C-n	400-2	500-2	
	Lavina FM	150 36.0	6000				S-d	400-1	400-1	
							S-n	400-2	400-2	
							Rnwy 7 A-dn	800-2	800-2	
							More than 2 engine T-dn		300-1	
							C-d		500-1.5	
							C-n		500-2	
							S-d		400-1	
							S-n		400-2	
							Rnwy 7 A-dn		800-2	
BROWNSVILLE, TEXAS Rio Grande Valley Intn'l Airport - 22 BVOR - BRO Procedure No. 1 Amendment No. 1 Effective date: 1/22/55 Supersedes: original dated 5/15/51 Major Changes: Adds transitions from Los Fresnos FM and BRO LOM. Changes missed apch direction. Reduces night straight-in visibility for more than 2 engine acft.	Brownsville LFR	105 4.0	1200	N side of crs 062 - outbnd 242 - inbnd 1200'-within 10 mi	600	242 2.5	2 engine or less T-dn	300-1	300-1	Within 2.6 mi climb to 1600 on radial 282 within 25 mi. Caution: 156' water tank 0.5 mi west of airport.
	Los Fresnos FM	140 12.0	1200				C-dn	400-1	500-1	
	Brownsville LOM	140 4.5	1200				S-26 dn	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 engine T-dn		200-0.5	
							C-dn		500-1.5	
							S-dn 26		400-1	
							A-dn		800-2	
HOUSTON, TEXAS Intn'l Airport 50 BVOR - HOU Procedure No. 1 Amdt. - Original Effective date: 12/23/54 Major Changes: New procedure.	HOU LFR	314 2.0	1200	W side of crs 305 - outbnd 125 - inbnd 1700'-within 10 mi of HOU FM.	HOU FM 1500*	From HOU FM 125 5.6	2 engine or less T-dn	300-1	300-1	Within 5.6 mi of HOU FM, climb to 1700' on radial 133 within 15 mi. *If Houston FM not identified on final, descent below 1500' not authorized.
	Fairbanks Int. (final)	125 10.0 to HOU FM	1500				C-dn	400-1	500-1	
							S-dn 12	400-1	400-1	
							More than 2 engine T-dn		200-0.5	
							C-dn		500-1.5	
							S-dn 12		400-1	
							All aircraft A-dn	800-2	800-2	
LEWISTOWN, MONTANA Lewistown Airport 4209 BVOR - LWT Procedure No. 1 Effective date: 1/22/55 Original	Standard FM (Final)	091 25.0	5000	S side of crs 251 - outbnd 091 - inbnd 6000'-within 10 mi	5000	073 6.3	2 engine or less T-dn	300-1	300-1	Within 6.3 miles...turn right climb to 6000' on radial 271° within 25 miles LWT/VOR.
	Lewistown LFR	239 4.0	6000				C-dn	700-2	700-2	
							S-dn	600-1	600-1	
							Rnwy 7 A-dn	800-2	800-2	
							More than 2 engine T-dn		300-1	
							C-dn		700-2	
							S-dn		600-1	
							Rnwy 7 A-dn		800-2	
LEXINGTON, KY. Blue Grass Airport 978 BVOR - LEX Procedure No. 1 Effective date: 1/22/55 Supersedes Amdt. Original dated 2/10/52 Major Changes: Procedure turn limited to 10 mi. Ctn note deleted.	Lexington BH	109 10.0	2300	N side of crs 124 - outbnd 304 - inbnd 2300'- within 10 mi	1800	304 8.4	2 engine or less T-dn	300-1	300-1	Within 8.4 miles...climb to 2200' on 304° radial within 10 miles or, when requested by ATC, make climbing left turn and return to Lexington VOR at 2300'.
							C-dn	500-1	500-1	
							A-dn	800-2	800-2	
							More than 2 engine T-dn		200-0.5	
							C-dn		500-1.5	
							A-dn		800-2	
LOUISVILLE, KY. Standiford Field 497 BVOR - LOU Procedure No. 1 Effective date: 1/22/55 Amdt. No. 1 Supersedes Amdt. Original dated 9/15/53 Major Changes: Missed apch revised. Transitions added.	Louisville LFR	160 9.0	2000	N side of crs 121 - outbnd 301 - inbnd 2000'-within 10 mi	1500	301 10.0	2 engine or less T-dn	300-1	300-1	Make a left climbing turn and return to the VOR at 2000'. Alternate missed apch when directed by ATC, make a right climbing turn and return to VOR at 2000'.
	Bardstown Int.	347 20.0	2000				C-dn	600-2	600-2	
	Lebanon Int.	008 16.0	2000				S-dn 29	600-1.5	600-1.5	
							A-dn	800-2	800-2	
							More than 2 engine T-dn		200-0.5	
							C-dn		600-2	
							S-dn 29		600-1.5	
							A-dn		800-2	
LOVELOCK, NEVADA Darby Airport 3903 BVOR - LOL Procedure No. 1 Effective date: 1/22/55 Amendment No. 2 Supersedes Amdt. 1 dated 4/15/53 Minor changes: delete initial apch from Desert Peak Int.	Int. radial 051° LOL VOR and NW crs LOL LFR	231 17.0	9000	*E side of crs 345 - outbnd 165 - inbnd 7500'-within 10 mi (NA beyond 10 mi)	8800	220 5.0	2 engine or less T-dn	300-1	300-1	Within 5 miles...turn left immediately and return to LOL VOR on crs of 040° (inbnd) Climbing to 7500' on crs of 345° (outbnd) within ±5 mi and recross stn southbnd at a minimum of 9000'. *Procedure turn right side of crs for more suitable terrain.
	Int. radial 350° LOL VOR and NW crs LOL LFR (Rye Patch Int.)	170 33.0	10,000				C-dn	700-1	800-1	
							A-dn	800-2	800-2	
							More than 2 engine T-dn		200-0.5	
							C-dn		800-1.5	
							A-dn		800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-14-54)

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MEDFORD, OREGON Medford Airport 1330 BVOR - MFR Procedure No. 1 Effective date: 1/22/55 Amendment No. 3 Supersedes No. 2 dated 8/5/54 Added apch from Gold Hill Intersection	**Medford LFR** **Evans Creek FM (Final)** **Int W crs MFR LFR and 215 radial MFR-VOR (Gold Hill Int).**	**318** **5.0** **153** **9.0** **035** **7.0**	**6000** **4000** **6000**	***E side of crs** **333 - outbnd** **153 - inbnd** **6000'-within 10 mi**	**4000**	**145** **7.2**	All Aircraft **T-dn** **#C-dn** **A-dn**	**300-1** **1000-2** **1000-2**	**300-1** **1000-2** **1000-2**	Within 7.2 miles...execute climbing right turn, climb outbnd to 6000' on 333° radial within 25 miles of MFD VOR. Procedure turn E side for more favorable terrain. *Procedure turn E due high terrain W. #Note landing minimums authorized 500-2 all aircraft day only provided top of stratus overcast in Medford Valley is not in excess of 3500' MSL. Aircraft must be on top and shall not descend below 3500' until after passing Medford VOR inbnd. Alternate minimum: 1000-2
PASO ROBLES, CALIF. **Paso Robles Co. arpt.** **Procedure No. 1** **Effective date: 1/8/55**	**Correct AIRGI Vol. 9 #19, dated November 30, 1954 - Column 11 to read: Within 0.0 miles..climb to 5000' on crs of 318° within 25 miles of PRB VOR.**									
PENDLETON, OREGON **Pendleton Airport** **1493** **BVOR - PDT** **Procedure No. 1** **Effective date: 1/22/55** **Amendment No. 2** **Supersedes Amend #1 dated 12/23/53** **Change to: New format**	**Pendleton LFR** **Pendleton LOM** **Int. South crs, Walla Walla LFR and 061 radial Pendleton VOR** **Cabbage Hill FM**	**252** **7.0** **249** **10.0** **241** **21.0** **296** **17.0**	**4000** **4000** **4000** **4800**	***N side W crs** **250 - outbnd** **070 - inbnd** **3500'-within 10 mi**	**2600**	**070** **4.5**	2 engine or less **T-dn** **C-dn** **S-dn** **Rnwy 7** **A-dn** More than 2 engine **T-dn** **C-dn** **S-dn** **Rnwy 7** **A-dn**	**300-1** **500-1** **400-1** **800-2**	**300-1** **500-1** **400-1** **800-2** **200-0.5** **500-1.5** **400-1** **800-2**	Within 4.5 miles...execute climbing left turn climb outbnd to 4000' on 233 radial Pendleton VOR, within 25 miles. *Procedure turn N for more favorable terrain.
WEST LAFAYETTE, IND. **Purdue University Arpt.** **Procedure No. 1** **Effective date: 1/1/55**	**Correct AIRGI Vol. 9 #19, dated Nov. 30, 1954 - Column 3 -change 098° to read: 094°. Column 7 - change 3.0 mi to read; 3.5 mi.**									

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
COLUMBIA, MISSOURI Columbia Airport 778' SBRAZ-VDT-CBI Procedure No. 1 Effective date: 1/22/55 Amendment No. 6 Supersedes No. 5 Dated 10/14/53 Major Changes: 1. Raises procedure turn alt to 1900' and min alt over facility to 1400' acct. 876 MSL stack 3.5 mi. SW of range stn. 2. Procedure turn limited to 10 mi. 3. Adds straight-in min. 4. Missed approach raised to 2600' due to 1620' MSL tower 7.2 mi. SE of airport.	Columbia VOR	293 19.0	2200	S side W course 276 outbnd 096 inbnd 1900' within 10 mi.	1400	089 3.9	2 Engine or less T-dn C-d C-n S-10 d n A-dn	300-1 500-1 500-1.5 400-1 400-1.5 800-2	NA NA NA NA NA NA	Within 3.9 mi...climb to 2600' on east crs within 25 miles.
ELLENSBURG, WASH. Bowers Field 1766' SBMRAZ DTV ELN Procedure no. 1 Effective 1/22/55 Amendment No. 6 Supersedes Amendment No. 5 dated 9/12/52 No Major Changes	Ellensburg VOR	215 1.5	5500	*S side of E crs. 049° outbnd 229° inbnd 5500' within 10 mi.	4000	279 2.0	All Aircraft T-dn C-dn A-dn	1000-1 1500-2 1500-3	1000-1 1500-2 1500-3	Within 3.0 mi....turn left climb to 5500' on east crs ELN - LFR within 10 mi., 7000' within 25 mi. *Procedure turn south for more favorable terrain. CAUTION: 4000' terrain 10 mi. northeast of ELN-LFR.
MEMPHIS, TENNESSEE Municipal Airport 269 SBRAZ-DTV MEM Procedure No. 2 Amendment - Original April 17, 1953	Procedure cancelled eff. 1/22/55 Due to lack of utilization									
PENDLETON, OREGON Pendleton Airport 1493' SBRAZ-DTV PDT Procedure No. 1 Effective date: 1/22/55 Amendment No. 8 Supersedes Amendment No. 7 dated 12/23/50 Major Changes: New format.	Pendleton VOR Cabbage Hill FM Athena Intersection (final) Pendleton LOM (final)	072 7.0 301 12.0 236 14.0 236 3.0	4000 4800 2400 *2000	%N side of E crs 056° outbnd 236° inbnd 3000' within 10 mi.	*2400	258 2.0	2 Engines of less T-dn C-dn #S-dn rnwy 25 A-dn More than 2 Engines T-dn C-dn #S-dn rnwy 25 A-dn	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	300-1 500-1 400-1 800-2	Within 2.0 mi. climb to 4000' on west crs Pendleton LFR within 25 miles. *Descent to 2000' authorized on final after passing Pendleton LOM; if Pendleton LOM not identified, maintain 2400' until reaching Pendleton LFR. #Straight-in landing minimums applicable only if Pendleton LOM received. %Procedure turn north for more favorable terrain.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-14-54)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY W/IN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
RAPID CITY, S. DAK. Rapid City Arpt. Procedure No. 1 Effective date: 12/17/54	Correct AIRGI Vol. 9 #17 dated Nov 2, 1954 - Column 10 - should read: C-dn 700-1.									
TOLEDO, WASHINGTON Toledo-Winlock Arpt. 371 BMRLZ-DTV - TDO Procedure No. 1 Amendment No. 1 Effective date: 1/22/55 Supersedes amendment original dated 3/28/52 Major Changes: Distance, fac to arpt corrected to CGS information.				*W side N crs 357 - outbnd 177 - inbnd 3500'-within 10 mi (NA beyond 10 mi)	2000	235 2.9	All aircraft T-dn C-dn A-dn	300-1 1000-2 1500-2	300-1 1000-2 1500-2	*Within 2.5 miles...turn right, climb to 5000' on N crs within 10 miles of station. *All turns on W side N crs ADF procedure NA.
WINSLOW, ARIZONA Winslow Mun Arpt. 4937' SBRAZ -DVT - INW Procedure No. 1 Effective date: 1/22/55 Amendment No. 6 Supersedes Amdt. 5 dated 8/17/54 Major Changes: Show straight in minimums for aircraft with stall speeds of 75 mph or less and add caution note for rate of descent. Delete caution note for obstruction no longer in revised final apch area.				W side N crs 340 - outbnd 160 - inbnd 7000'-within 10 mi	5600	160 1.5	2 engines or less T-dn C-dn S-dn 17 A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-2 400-1* 800-2	300-1 600-2 600-2 800-2 300-1 600-2 800-2	Within 1.5 miles...climb to 7000 on E crs within 25 miles. *Caution: 663' per minute at 90 mph.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALBUQUERQUE, N. M. Kirtland AFB/Mun. 5330' Alameda MHW AMH Procedure No. 1 Effective date 1/22/55 Amendment No. 1 Supersedes Amendment Original dated 7/15/51 Major changes: New Format.	Albuquerque LFR Albuquerque VOR	340 15.0 026 14.0	8000 8000	W side of crs. 334° outbnd 154° inbnd 8000' within 10 mi.	7000	154 10.0	2 Engines or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	300-1 800-2 800-2	300-1 800-2 800-2 200-0.5 800-2 800-2	Within 10.0 miles....climb to 7000' on south crs of ABQ LF range within 25 mi. Alternate missed appch: When directed by ATC turn right ans climb to 10,000' on west crs ABQ LFR within 25 miles. CAUTION: Terrain exceeding 8000' in east sectors ABQ LFR. All turns to be made west.
COLUMBUS, GEORGIA Muscogee County 397 LOM - CS LMM - SG Procedure No. 1 Amendment No. 4 Supersedes Amdt. No. 3, dated 2/2/53 Major Changes: Revised initial approaches. Changes atl. over LMM. changes missed approach. Deletes 4-eng. straight-in minima.	Columbus LFR* Columbus BVOR* Marvyn Int.* *To LOM	353 11.0 233 11.0 097 15.0	2000 2000 2000	S side of crs. 232 outbnd 052 inbnd 2000 within 10 mi. of LOM.	2000 over LOM. 1100 over LMM.	LOM 6.8 LMM 0.8 052	2 Engines or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within .8 mi of LMM climb to 2000 on crs of 052 within 25 mi. CAUTION: Tower 762 MSL 1 mi SE Final Approach Track between LOM and LMM.
LEXINGTON, KY. Blue Grass 978' BH LEX Procedure No. 1 Effective date: 1/22/55 Amdt. No. 6 Supersedes Amdt. No. 5 dated 2/10/52 Major Changes: Transitions added. Procedure turn lmtd to 10 mi. Distance-fac to arpt revised. Item 6 revised. Straight-in min. estab. Ctn note deleted.	Lexington VOR Frankfort Int. Georgetown LF Int. Int. brng 042° to Lexington BH and Lexington VOR radial 264° Richmond Int.	289 10.0 133 34.0 191 18.0 042 6.0 326 22.0	2300 2200 2300 1500 (final) 2300	S side of crs. 222 outbnd 042 inbnd 2100' within 10 mi.	1500'	042° 1.9	2 Engines of less T-dn C-dn S-dn 4 A-dn More than 2 Engines T-dn C-dn S-dn 4 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 1.9 mi....climb to 2300' on 042° within 15 miles or, when requested by ATC, make climbing left turn to 2100' and return to Lexington BH.
PENDLETON, OREGON Pendleton Airport 1493' LOM PDT Procedure no. 1 Effective date 1/22/55 Amendment No. 1 Supersedes original dated 12/23/53 Major Changes: New Format; correct crs and distance from Cabbage Hill FM.	Pendleton VOR Pendleton LFR Athena Intersection Cabbage Hill FM Intersection south crs Walla Walla LFR and 040° bearing from LOM - PD.	069 10.0 062 3.0 234 11.0 314 11.0 220 15.0	4000 4000 4000 4800 4000	NW side of NE crs. 040° outbnd 220° inbnd 3000' within 10 mi.	2400	249 4.7	2 Engines of less T-dn C-dn S-dn rnwy 25 A-dn More than 2 Engines T-dn C-dn S-dn rnwy 25 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 4.7 mi....climb to 4000' on west crs Pendleton LFR within 25 mi. Alternate missed approach (when requested by ATC) within 4.7 mi climb to 4000' on 233 radial from Pendleton VOR within 25 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-14-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
GRAND JUNCTION, COLO. Walker Fld. 4858 ILS - GJT Procedure No. 1 Effective date: 1/22/55 Amendment No. 9 Supersedes Amendment No. 8 dated 1/26/53 Major Changes: Substitute Loma Int in lieu of Loma MHW; revises notes.	GJT VOR	Loma* Int.	342 15.0	8100	W side NW crs 290 - outbnd 110 - inbnd 8000'-within 5 miles beyond Loma Int	6200	6060 4.5	5065 0.7	2 engine or less #T-dn C-dn S-dn rnwy 11 #	500-2 1000-2 500-2	500-2 1000-2 500-2	Turn right 180° climb to 8000' on NW crs ILS to LOMA Intersection. If second apch not desired proceed to GJT-VOR from Loma Intsxn climbing to 10,000'. #800-2 take-off minimums required for twin engine acft and 800-2 straight-in lndg minimums required all acft when glide path or apch lgts inoperative. Air Carrier Notes: Sections 29(a) and 29(B) of the operations specifications not applicable. Sliding scale applicable to straight-in min. only. *Loma Intsxn-intsxn NW crs ILS and 342° mag crs from GJT VOR
	GJT VOR	ILS LMM	058 14.0	10000					A-dn	1500-2	1500-2	
	Int 227° crs to GJT VOR and NW crs ILS	Loma Int.	290 15.0	8900					More than 2 engine T-dn C-dn S-dn rnwy 11 #		300-1 1000-2 500-2	
									A-dn		1500-2	
MINNEAPOLIS, MINN. Minneapolis-St Paul Intn'l (Wold Chamberlain Fld) 840 Comb: ILS & ADF Effective date: 1/1/55 Procedure No. 1	Correct AIRGI Vol. 9 #19 dated Nov 30, 1954 - Column 2 - Transition No. 5 should read: Stanton Rbn delete # in column 2 and 3. Transition No. 13 should read: Stanton Rbn instead of Station BRN.											
MONTGOMERY, ALA. - Dannelly Fld - Procedure No. 1 - Correct AIR GUIDE (Vol. 9 #18 dated 11/16/54)-Column 7 to read: ILS-1700; Col. 8 to read: ILS 1700; Col. 9 to read: 430.												
NEWPORT NEWS, VA. Patrick Henry Arpt 41 ILS - NNW LOM - NN Comb: ILS- ADF Procedure No. 1 Effective date: 12/23/54 Amdt. No. Original	Langley LFR	LOM	284 7.0	1300	W side SW crs* 244 - outbnd 064 - inbnd 1300- within 5 mi	ILS 1300 ADF 800	965 3.1	No MM or LMM	2 engine or less T-dn C-dn S-dn 6	300-1 400-1	300-1 500-1	Within 3.1 mi after passing LOM (ADF) make a left climbing turn and proceed to Dendron MHW at 1500'. *Procedure turn W to avoid acft holding on Eclipse FM. Air Carrier Note: Paragraph 29 of Operations Specifications not applicable.
	Norfolk LFR	LOM	321 25.0	1500					ILS ADF A-dn	400-0.75 400-1 800-2	400-0.75 400-1 800-2	
	Bacons Castle Int.	LOM	097 6.0	1300					More than 2 engine T-dn C-dn S-dn 6		200-0.5 500-1.5	
									ILS ADF A-dn		400-0.75 400-1 800-2	
PENDLETON, OREGON Pendleton Airport 1493 ILS - PDT Procedure No. 1 Effective date: 1/22/55 Amendment No. 1 Supersedes Original dated 12/23/53 Major Changes: New format; correct crs and distance from Cabbage Hill FM.	Pendleton VOR	LOM	069 10.0	4000	N side of crs 069 - outbnd 249 - inbnd 3000'-within 5 mi of LOM 4500'-within 10 mi of LOM. (NA beyond 10 mi)	2750	2750 4.7	1725 0.7	2 engine or less T-dn C-dn S-dn rnwy 25	300-1 500-1 300-0.75	300-1 500-1 300-0.75	Climb to 4000' on W crs of PDT LFR within 25 miles. Alternate missed apch (when requested by ATC), climb to 4000' on 233° radial from Pendleton VOR within 25 miles. *After intercepting glide path at 4500' descent to cross the outer marker at 2750' is authorized. Note: No apch lgts installed. Air Carrier Note: Section 29(a) of the operations spec. not applicable.
	Pendleton LFR	LOM	062 3.0	4000					A-dn	600-2	600-2	
	Athena Int.	LOM	234 11.0	4000					More than 2 engine T-dn C-dn S-dn rnwy 25		200-0.5 500-1.5 300-0.75	
	Cabbage Hill FM	LOM	314 11.0	4800					A-dn		600-2	
	Athena Int. to Intsxn S crs Walla Walla LFR and E crs Pendleton ILS		182 3.5	4500								
	Intersection S crs Walla Walla LFR and E crs Pendleton ILS (final)	LOM	249 10.0	*4500								
PITTSBURGH, PA. Allegheny Co. Arpt. 1252 ILS - AGC MHW - MKP Comb: ILS & ADF Procedure No. 1 Effective date: 1/22/55 Amdt. No. 5 Supersedes Amdt. #4 dated 11/27/54 Major Changes: Direction of procedure turn revised.	Pittsburgh LFR	McKeesport MHW	091 8.0	2600	S side of crs 095 - outbnd 275 - inbnd 2600'-within 10 mi Procedure turn conducted S to avoid Greater Pittsburgh traffic.	ILS 2600 ADF 2600 over McKeesport MHW	2510 4.7	1460 0.7	2 engine or less T-dn C-dn S-dn 27	300-1 500-1	300-1 500-1	Within 6.3 mi...after passing McKeesport MHW climb to 2500' proceeding to Cecil Rbn. Air Carrier Note: Section 29(a) not applicable. ILS-Intercept glide slope at 3000' over McKeesport MHW or 2600' between McKeesport MHW and the ILS OM.
	Mt. Pleasant LF Int.	"	322 17.0	2500					ILS ADF A-dn	300-0.75 400-1	300-0.75 500-1	
	New Alexandria Rbn	"	263 23.0	2600					ILS ADF	600-2 800-2	600-2 800-2	
	Butler Rbn	"	166 25.0	2900					More than 2 engine T-dn C-dn S-dn 27		200-0.5 500-1.5	
	River Rbn	"	125 18.0	2900					ILS ADF A-dn		300-0.75 500-1	
	Pittsburgh VOR	"	072 14.0	2600					ILS ADF		600-2 800-2	
	Cecil Rbn	"	087 20.0	2600								
	McKeesport MHW	ILS OM	275 1.5	2600 (final)								
PITTSBURGH, PA. Greater Pittsburgh Arpt 1168 ILS - GPB MHW - RER Comb: ILS - ADF Procedure No. 2 Effective date: 1/22/55 Amdt. No. 2 Supersedes Amdt. No. 1 dated 1/19/54 Major Changes: ILS minimums reduced; apch lgts and glide slope installed. Procedure turn & glide slope interception alt. established to conform to glide slope alt. over OM.	New Alexandria MHW	River MHW	280 36.0	3000	N side E crs ILS 097 - outbnd 277 - inbnd 3000'-within 10 mi of River MHW not authorized beyond 10 miles.	ILS 3000 ADF 2400 over River MHW	River MHW 2950 6.5	Parkway MHW 1380 0.7	2 engine or less T-dn C-dn S-dn 28	300-1 500-1	300-1 500-1	6.5 mi. after passing River MHW, climb to 2500' (or higher altitude if directed by ATC) on W crs ILS or 277° crs to Clinton MHW. *400-0.75 required with glide slope inoperative. Note: Centerline modified type B approach lighting.
	Butler MHW	"	210 16.0	2900					ILS*	200-0.5	200-0.5	
	McKeesport MHW	"	306 18.0	2900					ADF A-dn	400-1	400-1	
	Pittsburgh LFR	"	336 11.0	2900					ILS ADF	600-2 800-2	600-2 800-2	
	Pittsburgh VOR	"	356 14.0	2900					More than 2 engine T-dn C-dn S-dn 28		200-0.5 500-1.5	
	Cecil MHW	"	028 12.0	2900					ILS* ADF A-dn		200-0.5 400-1	
	Clinton MHW	"	097 13.0	2900					ILS ADF		600-2 800-2	
	Radar terminal area transition altitudes	"	All sectors within 10 mi 10-40 miles	2500 3000 or MEA when lower								
SACRAMENTO, CALIF. Sacramento Airport Procedure No. 2 Effective date: 1/8/55	Correct AIRGI Vol. 9 #19 dated November 30, 1954, -Column 3, 4, 5, should read: *Int. 348° brng to McClellan "H" or 084° brng to Mather "H" and SAC ILS (back crs)											

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-14-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ & IDENT / LMM FREQ AND IDENT / LOM FREQ AND IDENT / PROCEDURE NO	TRANSITION TO ILS: FROM	TO	CRS AND DIST	MIN ALT	PROCEDURE TURN: ( ) SIDE OF FINAL APCH CRS. (OUTBND AND INBND) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
TOLEDO, OHIO Toledo Express 684' ILS TLX LOM TL Combination ILS - ADF Procedure No. 1 Effective date: 1/15/55 Amdt. "Original"	Toledo LFR	LOM	290 25.0	2000	S side of crs. 249 outbnd 069 inbnd 2000' within 10 mi.	ILS 2000 ADF 1500 over LOM	2000 5.0	865 0.6	2 Engine or less T-dn C-dn S-dn 7 ILS ADF A-dn ILS ADF	300-1 500-1 300-0.75 500-1 600-2 800-2	300-1 500-1 300-0.75 500-1 600-2 800-2	Make climbing left turn to 2000' and return to the Toledo LOM or when requested by ATC. 1) climb straight ahead on crs 069 to 2100' within 20 mi 2) Make a climbing right turn to 2000' and proceed to the Waterville VOR or Toledo LFR CAUTION Building 865' MSL 1-3 4 south of middle marker
	Waterville VOR	LOM	302 16.0	2000								
	Adrian Int	LOM	167 25.0	2000								
	Morenci Int.	LOM	133 23.0	2000								
	Dundee Int	LOM	202 31.0	2000								
	Petersburg Int.	LOM	207 25.0	2000								
	Harbor View Int. (NE (back) crs ILS or 249 brng on Toledo LOM & N crs Toledo LFR or Waterville VOR radial 22°)	LOM	249 21.0	2100					More than 2 Engines T-dn C-dn S-dn 7 ILS ADF A-dn ILS ADF	 	200-0.5 500-1.5 300-0.75 500-1 600-2 800-2	
	McClure Int. (024 brng to Toledo LOM and Waterville radial 254°)	LOM	024 15.0	2000								
Procedure No. 2 ILS - TLX LMM-LX VOR-VWV Comb: ILS-ADF (ILS back course) ADF(using Holland Int) Effective date: 1/15/55 Amdt. "Original"	Harbor View Int.	LMM	249 16.0	2100	N side of crs 069 - outbnd 249 - inbnd 2100'-within 10 mi of Holland Int.	No glide slope or markers. Descend to landing minimums after passing Holland Int. Minimum altitude over Holland Int. 2100. Distance & bearing from Holland Int. to Runway 25. 6.3 mi. 249°.			2 engine or less T-dn C-dn S-dn 25 ILS ADF A-dn	300-1 500-1 400-1 500-1 800-2	300-1 500-1 400-1 500-1 800-2	Climb straight ahead to 2000' on 249° crs to Toledo LOM. Caution: Bldg 865' MSL 1.75 S of MM.
	Harbor View Int. (NE (back) crs ILS or 249° brg on Toledo LMM and N crs Toledo LFR or Waterville VOR radial 022°)	Holland Int.	249 8.0	2100 (final)					More than 2 engine T-dn C-dn S-dn 25 ILS ADF A-dn	 	200-0.5 500-1.5 400-1 500-1 800-2	
	Holland Int. (NE (back) crs ILS or 249 brng on LMM and Waterville 351° radial)											

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN ALT IS OVER FACILITY ON FINAL APPROACH COURSE	CRS & DIST FROM INT RWY CENTERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
JOHNSTOWN, PA. Johnstown Airport 2284 BVOR - DTV - JST Procedure No. TVOR-5. Effective date: 1/22/55 Amdt. Original.				S side of crs 221 - outbnd 041 - inbnd 3700' - within 10 mi	3700	046 0.5	2 engine or less T-dn C-dn S-dn 5 A-dn More than 2 engine T-dn C-dn S-dn 5 A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Climb to 4500' on radial 041° within 15 miles.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

SPECIAL NOTICE

VOR RECEIVER CHECK POINTS: To the list on page 43 in AIR GUIDE (Vol. 9 #19) dated 11/30/54 delete the following: AIRBORNE: Los Angeles, Calif. GROUND: Oklahoma City, Okla., (Will Rogers Fld). Add the following: AIRBORNE: Akron, Colo., (9, DEN-GRI). GROUND: Dodge City, Kans., Pittsburgh, Pa., (Allegheny Airport). SPACE LIMITATIONS PROHIBIT CARRYING FULL LIST THIS ISSUE, WILL APPEAR NEXT ISSUE.

SPECIAL NOTICE
"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS"; CHANGES IN C.A.R. 60. See page 72.

SPECIAL NOTICE
CONSULT POST-DEADLINE DATA, Page 87

AIRMAN'S GUIDE

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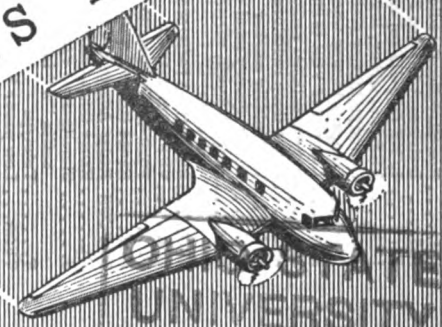

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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 88

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 72

RADIO FACILITY DATA Page 2
DIRECTORY OF AIRPORTS Page 26
NOTICES TO AIRMEN Page 72

VOL. 9, NO. 21 . . . DECEMBER 28, 1954

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

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RADAR AVAILABLE ; How and Where

(12-28-54)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8 mc	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	[redacted]278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, [redacted]243.0, 257.8 mc	ASR	Arrival Control
Dallas- Love Fld., Texas	241, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278, 332 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc.	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0 mc	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 118.1, 120.7, 126.5, 263.0, 348.6 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22, 31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1, 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control PPI apchs not authorized.
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	120.5, 137.88, 270.6, 119.3, 121.1, 363.8, (req 126.18, 134.1, 136.8, 236.6, 142.02, 275.8, 225.4, 379.4)	ASR-PAR	Radar vectoring for training purposes only.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight & Whitted Arpts. PPI not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 121.5, 137.88, 243.0, 363.8 mc	ASR	Departure Control

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC) *	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. LOM is Canoga Park MHW.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-usable from 40 mi to within 1-1/2 mi of Arpt.
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV		90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS. Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3W	INR	335	155	0.67	201 NR	6.05	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	215 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.	110.3					201 MN		219 IM	LMM lctd 0.66 mi; LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac.
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Briston-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.67		4.56	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8		0.7	201 YR	5.3	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.8	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	113.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224:V:126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	MHW	BFM	385		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4 ,122.2	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	76 N 165 A 251 N 345 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
(1)Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		83 N 173 A 263 N 353 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7, 122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	7 A 97 N 187 A 277 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		3 A 95 N 183 A 296 N
Canoga Park	MHW	OGA	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5, 126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		74 A 144 N 254 A 324 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	67 A 133 N 247 A 313 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#	30 A 149 N 210 A 329 N
Farallon Island	HW	R	314		
(3) Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3) Ft. Jones	VORW	FJS	114.3		
(1) Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5, 126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	23 A 91 N 203 A 316 N
(1) "	BVOR	FNO	112.9		DME
" Air Terma	AC(g)		278;118.7, 126.18, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7, 126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18, 121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3)	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.18,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(2),#	
"	Center		120.3,301.4,118.9, 132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3) Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5, 122.2, 126.7, 255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5, 126.18, 142.74 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5, 122.2, 126.7,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		41 A 137 N 221 A 317 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7, 122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3, 132.3, 301.4	#	
Oceanside	HW	OCN	323		
(1) Ontario	BVOR-DTV	ONT	117.0;V;121.5, 122.2, 126.7, 255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	43 A 101 N 216 A 287 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1) Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1) Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	18 A 124 N 202 A 307 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	MHZ	SBD	396		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,138.78, 142.74, 243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5,120.5,243.0,257.8	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	114.3;V;121.5,126.7,122.2	(3),#,255.4	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88,257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1)Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1)Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1)Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1)Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3), #, 255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		51 A 135 N 231 A 315 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9		DME
(1)Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;120.9,136.8,126.18, 121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
(1) "	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 136.8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2,	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Lauderdale Broward Co. Int.	CI		272;121.3	(2), #	(0700-2300)
Ft. Myers	SBRAZ-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	34 A 87 N 196 A 267 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	17 N 86 A 167 N 250 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	92 A 171 N 265 A 331 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8	(2),#	
"	Center		120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		40 A 130 N 220 A 310 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	40 A 130 N 220 A 310 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	77 A 160 N 231 A 340 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	34 A 101 N 214 A 281 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2,126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3,121.5,126.5, 136.8,137.88,142.02,301.4, 243.0,270.6,335.8,363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		5 BA 95 NB 185 YN 275 AY
(1) "	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323 ; 121.5, 126.18, 142.74, 233.8, 243.0,	(1),#	107 A 176 N 266 A 356 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS (12-28-54)

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	23 A 145 N 203 A 323 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	26 A 121 N 206 A 290 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7,122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	92 A 147 N 269 A 330 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Mullan Pass	(See Montana, page 15)				
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
"	VORW	BLV	112.2		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,122.2, 255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2200)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(1),#,122.7	
(1) " "	TVOR	CHI	116.2		(test basis)
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),#,255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18, 135.9, 142.74, 233.8, 243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	C(g)		332;118.5,121.5,257.8	(2), #	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),#,255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5,257.8	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2,255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	69 A 149 N 254 A 348 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3	#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	77 N 182 A 257 N 05 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,243.0,257.8	
(3)Waterloo	VORW	ALO	116.4		
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	83 N 168 A 258 N 348 A
(1) "	BVOR	GCK	117.7		
(1)Goodland "	BVOR-TV	GLD	115.1;V;121.5,126.7, 122,2	(3),#,255.4	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3 [redacted] ,236.2	(2),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 348.6	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
(1)Covington	*BVOR	CVG	115.6		DME
" Gr. Cinn.	AC(g)		317;118.3,126.18,121.5	(2),#	
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5	(2),#	
Belle Chase	MHW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		10 N 84 A 190 N 264 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7	(3),#,255.4	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Loring AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	41 N 111 A 198 N 291 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Spragueville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5, 126.18, 236.6, 243.0	(1),#	8 N 98 A 188 N 278 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8 mc	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	BMH-TV	CAD	269;V;121.5,122.2,126.7	(3),#,255.4	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5, 124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,1267.2554	(3),#	
" Bishop	AC(g)		278;119.5,1215,243.0,257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2, 126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2 ,126.7	(3),# ,255.4	21 A 111 N 201 A 291 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7	(3), #,255.4	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7,255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2 ,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	13 A 89 N 193 A 275 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,257.8	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	58 A 118 N 192 A 298 N
(1) "	BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR- DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
St. Paul	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
" Holman Arpt					
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		30 A 120 N 210 A 300 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7, 122.2;272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	400;V;121.5,126.7.122.2	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2,255.4	(3),#	77 N 185 A 257 N 329 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	05 A 95 N 185 A 252 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	3 A 95 N 172 A 256 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-TV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
(1)Lexington	TVBJ	LXN	278;V;121.5, 126.7, 122.2	(3),#,255.4	
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7, 255.4	(3),#	71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2	(3),#,255.4	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	50 A 140 N 219 A 320 N
Fallon	SBRAZ-DTV	FFN	230;V;121.5,126.7, 122.2	(3),#,255.4	9 A 100 N 173 A 302 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	48 A 161 N 228 A 341 N
(1) "	VORW	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	32 BA 122 NB 212 YN 302 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,1195,142.74, 233.8,243.0,132.3,236.2,236.6	(2),#	76 A 173 N 256 A 353 N
"	HW	NBB	414		
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo.bcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.5,119.3	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	29 A 122 N 209 A 302 N
(1) "	BVOR	ROW	116.3		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#	76 A 166 N 256 A 346 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
"			**NEW YORK**		
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 235 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	42 A 131 N 222 A 273 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;118.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
* " "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	89 A 179 N 269 A 359 N
" Douglas	AC(g)		269;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		219;119.1,121.5,126.18,257.8	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
"	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVOR	IMN	113.6		
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	338;V;121.5,126.7, 122.2	(3),#,255.4	80 A 158 N 250 A 333 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		77 N 170A 257 N 344 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Chesapeake	(See Huntington, W. Va., page 24)				
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	AC(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.8,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379; 121.5, 126.18,137.88 236.6, 243.0, 363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME (test)
[redacted]	[redacted]	[redacted]	[redacted]		
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Arpt	AC(g)		263;119.3	(2),#	(0730-2330)
(1) Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	5 A 101 N 185 A 281 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1)#,121.5,122.5	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
→ "	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7;206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor. category (3) 2300-0600		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5, 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
" "	RAPCON (Center)		119.3,120.5,121.1,137.88, 270.6,363.8 (req 126.18, 134.1,136.8,142.02,255.4, 236.6,275.8,379.4)	(2),#	Radar vectoring for training purposes only.
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
(1)Newberg - INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	GNP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	BMH-TV	ONO	305;V;121.5,122.2, 126.7	(3),#,255.4	
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	56 A 106 N 236 A 301 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	60 A 151 N 243 A 356 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	59 A 104 N 239 A 298 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	22 A 87 N 202 A 280 N
(3) Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	69 A 184 N 243 A 357 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,126.7	(3),#,255.4	
	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8,236.6	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2	(3),#,255.4	67 A 173 N 270 A 359 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18 ,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,2430	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5,126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	109 A 161 N 289 A 341 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	44 A 113 N 224 A 293 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	53 A 117 N 233 A 336 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	5 A 62 N 185 A 242 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	57 N 176 A 240 N 359 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	
TENNESSEE					
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		115 N 231 A 301 N 51 A
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	72 A 153 N 252 A 333 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	365;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
[redacted]	[redacted]	[redacted]	[redacted]		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	77 N 177 A 257 N 330 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	AC(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5 ,243.0	(3),#	38 A 129 N 241 A 309 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8,243.0	(2),#,141.3	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	78 N 173 A 258 N 353 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(1)Marfa	BVOR-DTVJ	MRF	115.9;V;121.5,126.7;206	(3),#,255.4	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278,118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12-28-54)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		52 A 142 N 232 A 322 N
" Randolph AFB					
San Diego (N)	MHW	NKC	335		
San Marcos	MRLWZ	SRO	266		80 N 170 A 260 N 350 A
Gary AFB					
Sherman,	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Perrin AFB					
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	4 A 94 N 184 A 274 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9;121.5;126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
INSACS-Cedar City					
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		61 A 156 N 260 A 336 N
(3)Milford	*VORW	MLF	112.1		DME unmonitor
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
St. George	TVBJ		V;121.5,122.2,126.7;278	(3),#,255.4	(0800-2400)
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,257.8,126.18, 121.5	(2),#	
"	VHF/DF			100-156	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola	SBRAZ-DTXV	ARV	233;126.7,122.2,121.5	(3)-135.9,#	42 A 136 N 223 A 317 N
INSACS-Wash., D.C.					
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 272 A 358 N
Chincoteague	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.7,135.9,233,243.0	(1),#	35 A 98 N 215 A 278 N
NAAS					
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4	(3),#	DME
INSACS-Richmond					
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton,	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
Langley AFB					
(1)Herndon	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
INSACS-Wash., D.C.					
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DMF
INSACS-Lynchburg					
Newport News	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Patrick Henry					
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	44 A 134 N 224 A 314 N
(2) "	BVAR	ORF	108.7		20 BA 110 NB 200 YN 290 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8,118.1, 120.7,126.5,263.0,348.6	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	6 A 96 N 186 A 276 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	44 A 134 N 224 A 314 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,233.8,243.0,255.4	(1),#	21 A 111 N 201 A 291 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 303 A
"					
" Byrd	AC(g)		396;119.5,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
"Woodrum	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	39 A 114 N 219 A 325 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI		335;126.18	(1),#,122.5	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8,119.9	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,142.74, 233.8,243.0,(132.3,135.9 on req)	(1);#,(132.3, 135.9 on req)	53 A 143 N 233 A 323 N
" "	HW	WN	532		
" "	HW	MWG	404		
Shelton	MRLWZ	SHN	371		43 A 139 N 223 A 319 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	57 A 150 N 254 A 360 N
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea.only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353; 121.5, 132.3,236.2, 243.0,	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
"Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,121.5	(3),255.4	100 A 178 N 276 A 358 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	35 A 139 N 215 A 319 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3), #	99 A 172 N 287 A 358 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset) (On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	67 A 152 N 237 A 332 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 342 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3); 6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364	
St. Thomas, Harry S.Truman	TPV		121.5,122.2,126.7;6567,	121.5,122.1, 126.7;6567,	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1 NW;RR NE	1058	2	28-*L4-(S1)	(F1)	N/S Strip soft when wet. P-line N.
(PC)Alexander City, Russell	L	1.5 SW	685	2	32-S1		N,S blkd.
(PC)Andalusia	L	2.6S;hwy W	340	1	21-(S1)	(F1)	when wet.
" Municipal	L	5.5 E;hwy S	330	2	38		
(P)Anniston	P	5.5 SSW;hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E;hwy 1 N	774	3	h40-B*L4-S5	F2	5050' strip avail.
Bessemer, Durham	L	2.5 SW;RR 9E	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-BL6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. N,NE blkd.
(PC)Brewton	L	3.5 S;riv N	92	3	h40		
Bridgeport,TAT Hosiery	L	3 NNW;hwy SE	634	1	20		Rgt tfc NE.
Centre	L	0.6 NW;hwy SSE	581	1	20		
Chickasaw	L	1 W;RR 1 S	39				ABANDONED
Clanton, Gragg	L	1.8 NE;crk S	593	2	26-B		ENE,SE blkd.SE end ruf.Soft-wet. Ctn-not maintd.
Columbiana		1.5 WNW;RR S					ABANDONED.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50	F1	Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE;hwy W	591	2	h40-B*L4-S5-U	F3	
(PC)Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW;hwy S	330	3	h40-BL4-S3-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. Ctn-vehicles on rnwys.
(P) " Napier	L	7.5 NW;RR S	397	3	h45-(S5)	(F1)	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula,Weedon	P	4.3 NNE;hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE;hwy N	160	2	23-L2		
(P)Evergreen. Middleton. 20. MSY-ATL	P	6 WSW	258	2	h40-BL4-W		
Fairhope, Klumpp	L	3.1 E;rds S,E	110	1	19	(F1)	
(PC)Fayette	L	2.2 NNE;hwy W	364	2	24		
Flomaton	L	2 NNE;hwy W	240	1	16		Cattle on fld.
Florence. Muscle Shoals Skypark-Harbor	P	6.5 ENE,lk S	579	1	20-S3	F2	Unlgtd poles on race track.
Foley, Oak	P	6 S;hwy E	35	2	20-S5	F1	S,W ends strips soft when wet.
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW;RR NW	905	1	18		
" De Soto Park		6 NE					ABANDONED.
(PC)GADSDEN	P	5 SW	554	2	h48-BL4-S5-W	F4	
" Goodyear	L	3.5 ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE,hwy NE	478	2	22	F1	
(PC)Guntersville	L	3.8 NNE;hwy W	609	1	25		Closed.
Haleyville, Lakeman		5 NE					ABANDONED.
(PC)Headland	L	2 ENE,hwy NW	361	2	h35		Use rnwys.
(PC)HUNTSVILLE	P	3.1 S;RR E	619	2	h46-*L4-S3-W	F3	Use rnwys.
Jasper, Walker County	P	2.2 NNE;RR W	496	3	31-S1	F3	P-line NW.
Lafayette	L	1.4 NE,hwy W	850	1	18		
Lanett, Valley	P	2 SE,riv N,E	564	1	31-S5	F2	NE/SW Strip clsd-const.
Livingston, Jackson	L	1 N;RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W,bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis	P	13.5 SW	180	2	18-S1	F1	
Monroeville, Lee	L	4.7 SSW;hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE;hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW;hwy N	219	3	h70-BL4,6-35-W	F4	Use rnwys. Obstn lgts NW side fld are approx 15-25' below level of trees NW end NW/SE rnwy.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S5-W	F3	
Phenix City	L	2 N;riv E	433	1	22		
Prichard, Skytrail	P	2.5 NW;RR NW	52	1	17-S5	F1	No storage.
Russellville, Wood Dearing	L	4 E	762	2	20-(S1)	(F1)	SE,NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW;hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Selma, Dallas	L	2.2 SW;riv SSE	123	1	23		INACTIVE.
(AF)SELMA, Selfield	P	4 ENE;RR S	136	3	h43	F1	2-way rdo rqrd during AF operns. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S;riv NE	200	2	29		
(PC)Troy	L	5 NW,hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA. Van De Graaff	P	3 NW,RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	P	1.2 SW;hwy ENE	498	2	26-S3	F1	Rolling
Tuskegee, Moton	P	3 N;hwy W	270	1	40-(S3)	(F1)	Atnd Sunday only.
(PC)Wetumpka, Elmore	L	7 W;hwy N	196	1	26-*L4-(S3)	(F1)	Ctn-not maintained.
Winfield		0.5SW;hwy NE					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Canoe, Bachelor	P	0. 5SW;RR N	280	1	16-S5	F1	No storage
Scottsboro, Word	L	2.1 ENE; RR W	650	1			

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
NEW AIRPORTS (or airports out of alphabetical alignment)							
ARIZONA							
(PC)AJO	P	5 N;RR NE	1458	3	h63-BL2		
Amado, Kinsley Ranch	L	2.2 NNW;hwy E	3119	2	35		
Arlington. Gila Compressor Station	L	5.8 SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Benson		2 ESE;RR N					ABANDONED.
Bisbee		5.5 SSE;RR W					ABANDONED.
Bowie	L	1.9 W;RR N	3815	2	20		
Buckeye-Stephens	P	0.8 WNW;hwy S	980	1	26-S5	91	E,W blkd.
Bullhead City, Bullhead	L	1 N;riv W	550	1	30	(F2)	
Cactus, N. Phoenix	L	0.5 E;rd S	1450	2	35		P-line W.Surd by mtns.Vegetation. Ruf.
Cameron	L	1.8 NE;riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6 SE	1450	2	42		
" Three Point	P	1.5 NNW;hwy E	1389	4	40-L4-S1	F3	2600'N/S Strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE;RR W	1236	2	30-S5	F3	P-line NE.
" Riggs	L	6 SSE;rd W	1250	1	26		P-line SSW,vegetation on NE end.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not maintd.
Chloride. Shep's Pleasant Valley	L	3.8 WSW;hwy W	3600	2	23		Rolling,Cattle on fld.
(PC)Clemenceau. Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	80	Hazardous take-off SW.
CLIFTON-Morenci	P	8.7 SSE;hwy W	3800	2	52-B*L4		P-line E.
Colfred	L	1.6 ESE;RR 1 N	345	2	h40		Ctn-access is by poor desert trail.
Coolidge	L	1.7 S;hwy W	1450	1	32		P-lines NW.
(PC) " -Florence	P	6 SE	1587	3	h56-S1	F3	No storage.
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4 NE	6200	2	28		Ctn-erosions.
Dateland, Whitewing Ranch	L	13.8 N;RR S	550	1	29		
Dewey-Humboldt	L	1 E of Dewey	4680	1	29		Ctn-not fenced.
Douglas	P	2.5 E	4181	3	h41-L2,4-S5	F3	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5 NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd.ARPT OF ENTRY. Tfc pat alt 1000'.
(PC)Duncan	L	2.3 SW	3878	2	35		
Elfrida	L	1.8 E;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5 SSW;hwy W	7010	1	63-BL4-S1-W	F3	98 oct avail.
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation, E blkd.
" -Junction	L	0.7 SW;hwy E	1900	1	52		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4800	1	34		Rolling.Cattle on fld.
Ganado	L	1.5 S;rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW;RR W	858	3	h62		
" Gila Gin	L	6.9 WNW;riv NNE	750	1	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	L	13 NW;riv S	650	1	22		P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E,W.
" Thunderbird #1							ABANDONED
(PC)Globe, Cutter	L	7.3 ESE;RR N	3150	1	37		
" Wheeler Crosswind	L	4.2 ENE;hwy W	3810	1	29		Surd by mtns.Rolling,ruf.Soft-wet.Cattle fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	80	
(PC)Hackberry	L	6.4 NW;hwy S	3390	2	h60		Ctn-hazardous.Cattle-fld.
Hayden	L	1.2 S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2 NNE;hwy SE	5241	2	48-BL2		Strip soft.
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions, Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	53		Ctn-erosions, Soft when wet.
Kelvin	L	0.5 E;RR S	1875	1	21		Surd by mtns, Cattle on fld.
(PC)KINGMAN	P	8.5 NE;RR NW	3446	3	h68-BL4-S3	F3	Lgts on req.
" Searchlight Ferry	L	37 NW;riv W	672	1	30	F1	
" Temple Bar	L	61 NW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5 NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 E;rd W	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;riv SW	1891	3	h65		Intsn trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center.
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #6	L	11 WSW	2065	aw	h30		Rolling.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		ARIZONA					
(PC)Marble Canyon	L	0.3 SW;bet hwy,riv	3580	1	41	F3	Deep canyon SW.
" Cliff Dwellings	P	10 SW	4210	1	27		
McNeal	L	0.5 NE;hwy W	4195	3	h60		CLOSED, Hazardous.
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5 E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Morman Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5	F3	Rgt tfc S. ARPT OF ENTRY.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches adj to strip. E blkd.
Parker	L	1 ENE	450	3	32		Ctn-gopher holes, weeds.
Paul Spur	L	0.7 SE	4200	1	25		P-line W. Ctn-not maintd.
Payson, Birch Mesa	L	1.2 N;hwy SE	5125	2	31-(S1)	(F2)	Ctn-Rolling.
Peach Springs	L	1.2 N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.
" Paradise	P	8 NNW;canal S	1245	4	32-S5	F4	P-line E. rgrd. Rgt tfc rnwys 26R, 8R.
(NG) "-SKY HARBOR	P	2.8 ESE;RR N	1124	3	h76-BL4, 6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr
" South Phoenix	P	3 SSE;riv N	1100	1	26-S5	90	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2483	3	32		Ctn-downdrafts. On high mesa.
Polacca	L	3.5 SW;rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8 NE;RR E	5042	2	h76-BL24-S5-W	F4	Hill S. Use rnwys.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on fld.
Rainbow Lodge, Navajo Mtn	L	4.5 ESE	6000	1	20		DANGEROUS. Ruf. Mtn NW.
(PC)Red Rock, Marana Aux #3	L	8 NNE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mtns ENE. Lnd to WSW.
Roll, Antelope Ranch	L	2 SW;RR E	250	1	30		P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	0.5 S;rd NW	5600	1	33		Ctn-erosions. Soft-wet.
(PC)SAFFORD	P	4.5 ENE;riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1 NW;hwy S	5700	2	45		
St. Michaels, Window Rock		See Window Rock Arpt under New Arpts.					
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE(south)blkd.
" 27B, LAX-PHX	P	15.8 SSE;rd N	1362	2	41-BL2		
San Simon		1.1 NNW					(ABANDONED)
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N;rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Seligman	L	2 NW;hwy S	5300	3	54		Cattle on fld. Hills N,NW;fence WSW.
Sells	L	2 NW;hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2 ENE;hwy S	6412	2	43	80	
Somerton	L	3 ENE;hwy S	254	3	20		Ctn-soft sand.
" McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip ruf.
Superior	L	2 WSW;hwy N	2600	2	19		NNE blkd. Mtns WSW.
Tempe	L	1.2 SW;RR E	1160	3	27-S5	F3	P-lines E, ENE, ESE, WNW.
" Sanders	P	5 SSW;RR E	1240	1	26-S5	87	N,S blkd.
Tes Nos Pas	L	2 E	5500	1	27		Ctn-erosions.
Theba, Gillispie	L	0.8 SW;canal NW	740	2	39		
Toltec	L	0.4 NW;hwy SW	1500	3	26		P-lines SSW, WSW.
(PC)Tombstone	L	4 SE;hwy W	4743	1	42		Take-off to ENE.
Tonopah		0.2 SE;rd N, W					(ABANDONED)
" Webb	L	2.5 E;rd S	1125	1	28		P-line SSW.
Tonto Basin, Pumpkin Center	L	1 SSE;crk E	2350	1	18		Ctn-erosions.
Topock, Lake Havasu	P	19 SSE;riv N	490	3	60	F2	Ctn on NNW/SSE strip.
Tuba City	L	1 WSW	5000	2	20		Rolling.
(P)TUCSON	P	7 S;RR W	2630	2	h120-BL4-S5-W	F4	115/145 & jet fuel avail. Rnwy 17-35
"-Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling. perm clsd.
" Downtown	L	1.4 S;RR SW	2490	3	39		N blkd p-line NW. Ctn-erosion, weeds.
" Gilpin	P	4.2 NW;RR W	2200	4	55-L4-S1	F2	P-lines W, SW, NW end ruf. 4000' NW/SE Strip lgtd.
" Ryan	P	13 WSW;hwy S	2413	3	h25-S1	F2	P-line SSE. Vegetation. Soft - wet.
" Thunderhead	L	15 ESE;rd W	2885	1	31	(91)	
"Sweep	L	0.5 S	4700	1	33		Ctn-vegetation. Surd by mtns.
(PC)Valle	P	2.3 E;hwy E	6001	3	57-BL2		
Webb	L	3.5 N;hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE;RR N	315	2	h40		
(PC)Whiteriver, Ft. Apache	L	2.6 SSW;riv SE	5109	1	34		Ctn-ruf, vegetation Surd by mtns.
Wickenburg	L	1.5 W;hwy S	2380	3	h45		Use rnwys.
" El Rancho De Los Caballeros	L	3.6 WSW	2400	1	26		Ctn-cattle, autos. Uphill lndg & downhill take-offs. Circle rch before lndg. Hill WSW.
" Flying E Guest Ranch	P	4.4 WSW;hwy N	2500	1	32	F2	Hills SW. Uphill lndgs to SW. T-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W;rd N	4188	2	h61		Strip rough, dangerous.
(PC)Williams	L	4.3 N;RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW Strip muddy-wet. NNE/SSW
(P)WINSLOW	P	2 WSW;RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
" Chilson	L	15.5 W	5500	1	35		Cattle on fld.
" Leupp Junction	L	10.4 WNW;RR S					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
		ARIZONA					
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on fld. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE;wind-mill SW. Ruf.
(PC)Yucca	L	1.5 NE;RR W	2030	2	h60		
(AF)YUMA-County	P	4.5 SSE;hwy N	213	3	h86-BL4-S5-W	F3	Rgt tfc rnwys 17,26. Tfc pat alt within 3 mi radius, 600' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14 SSE	275	2	h37		
" Aux #4	L	14 SSW	200	2	h37		Derricks, cables N-open ditch
" Fisher's Landing	L	20.2 NE;riv W	250	1	32		
" Marsh	P	0.7 E;riv N, NE	130	1	39-S5	F3	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Tucson, Cielo-Terra Guest Ranch	P	13.5 N;hwy W	2650	1	30	80	
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Tk-off SW or W. Soft-wet. Use strips.
Phoenix International Harvester Proving Ground	L	11 S	1234	1	41		
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
		ARKANSAS					
Alma	L	1.5 ESE;rd S	420	1	17		
(PC)Almyra	P	3 W	208	3	h45-S5	91	DANGEROUS-Soft at all times.
Arkadelphia, 24, DAL-LOU	P	1.5 ENE;RR NW	186	4	40-BL2-S5	F1	
(PC)Batesville	P	3 S;hwy E	464	2	h28-B	91	P-line W.
Beaver, Shields	L	1 NW;riv SW	880	1	28		Use strip.
(PC)Benton	P	1.6 W;hwy N	300	2	19-S3	F1	N blkd.
(PC)Bentonville	P	1.5 SSW;hwy E	1296	1	27-S3	F1	
" State Line		9 NNW;hwy E					(ABANDONED)
Berryville, Masco	L	1 WNW;hwy E	1200	1	19		Cattle on fld.
(AF)Blytheville AFB	Arpt now Air Force installation						
(PC)Brinkley, Federer Mem'l	P	1 E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch, holes between boundaries. No sto. E ruf.
Cabot, Bailey	P	0.5 W;RR, hwy SE	305	2	16		
(PC)Camden, Harrell	P	4.5 NE;hwy W	128	2	h36-BL4-S5	F3	
Carlisle	L	0.5 S;hwy N	235	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3 NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6 WSW;hwy E	175	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5 E;hwy S	425	2	30-BL4	F3	
Clinton, Patton	L	2.1 S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5 SE;rds NE, W	309	2	32-B-S5	F3	
Corning	L	0.7 W;hwy N	290	1	16		N blkd. Use caution.
Cotton Plant, Overholt	P	3 W;hwy S	250	3	26-S1	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6 NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3 W;RR N	196	2	26-S5	F3	ENE, E blkd. Use strips.
El Dorado	P	7.5 S;rds E, W	265	2	24-S5	F3	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6 W;hwy S	277	3	h51-B*L4-S3-W	F3	Use rnwys.
(P)Fayetteville	P	4 S;hwy W	1251	4	h38-BL4-S5-W	F3	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5 ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL2,4-S3-W	91	
(NG)FORT SMITH	P	4 SSE;RR S	464	2	h53-BL4,6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2 NW;rd N	229	2	24-S1	F2	
(PC)Harrison	P	4.1 NW;hwy NE	1375	2	28-BL4-S5-U	F3	
Hasty, Smith	L	3.3 SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8 WSW;RR N	229	2	h45		Use rnwys.
" Fowlkes	P	1.7 E;RR N	225	2	21-S3	F3	N,S blkd; p-lines ENE, WSW. Ctn-wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B-S3	F1	No storage.
(PC)HELENA,THOMPSON-ROBBINS	P	6 NW;hwy S	241	3	h36-*L4-S5	F3	Bcn on req. Ctn on sod when wet.
(PC)Hope	P	5 NW;RR E	359	3	h55-L4-S5	F3	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3 SW;hwy N	525	2	h41-BL4-S5	F4	
Hughes, Tucker	L	1.1 S;RR,hwy W	205	1	26-S1	F1	Ctn when wet.
Joiner, Wilson	L	0.5 ENE;hwy W	225	1	15		
(PC)JONESBORO	P	3.5 ESE;hwy SW	264	3	h44-BL4-S5-W	F3	Use rnwys.
Lake Village, Tindall	L	1.3 SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet.
(NG)LITTLE ROCK, Adams	P	2.5 ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N. House N.
Lonoke, Hauk	L	4.3 NW;lk NE	235	1	16		Soft when wet.
Magnolia, Baker	L	4.3 E;hwy S	300	1	20-L4		Ctn-wet.
Malvern, Harlas	P	2.2 WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30	(F1)	Ctn-wet.
" Fleeman		0.6 S;hwy N					(ABANDONED)
(PC)Mena 41, NEW-MKC	P	2 SE;hwy NE	1069	1	45-BL2		
Monticello	L	2.2 E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7 NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1 E;hwy W	200	1	13		Ctn when wet.
Mountain Home, Diamond Bay	L	9 ESE;lk W	700	1	16	F1	Ctn-rolling. Downhill N.
Nashville	L	2 N;rd E	450	2	19-(S1)	(F1)	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-94)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
(PC)Newport	P	6 ENE	237	4	h 50-S1	F3	Use rnwys.
(PC)N. Little Rock,Central	P	5 ENE;hwy S	255	2	35-S1	F1	Caution-wet,Cattle-fld.
Ozark, Whitman	P	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE,Caution-wet.
Paris	L	1.8 NE;hwy S	500	1	23		P-line E. Soft-wet.
(P)PINE BLUFF,Grider	P	5.3 SE;hwy 1 N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5 N;hwy W	215	3	26	F1	
Pocahontas	L	2 SE;hwy W	260	2	38	(F1)	
Prescott	L	2.8 SW;RR SE	280	1	25		P-line NE. Cattle on fld.
Reyno	L	2.7 SSW;RR NW	290	1	h23		Gravel pile S end.
Rogers	L	2.7 N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8 NW;hwy N	200	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3 N;hwy W	350	2	23-*L1-S5-U	F3	P-line SE.
(PC)Searcy	L	2.8 S;hwy E	253	2	25		Caution when wet.
Siloam Springs,Brown Univ	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8 SSE;RR W	1352	2	26-*L4-S1	F1	
(PC)Stuttgart	P	7 N;hwy E	223	4	h50-L4-S5-U	F4	
" Dockery	P	1.5 NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4 NE;RR NW	339	2	h40-BL4-S3-W	F4	Use rnwys.
(P)Walnut Ridge	P	4 NE;RR SE	275	3	h50-BL4-S1-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	240	1	26		
West Memphis, Bowen	P	1.5 W;hwy N	215	2	17-S5	F3	P-lines E,NE,W.Rgt tfc E,NE.
" Farmers	P	3.2 W;hwy N	210	1	26-S3	F3	Caution when wet.
" Levee	L	2.4 E;RR N	215	1	24		CLOSED.P-lines N,S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Texarkana,Mack's	L	4SE;RRN	390	2	18-S3		SW blkd.No storage.
(PC)Magnolia	P	3 SSE	313	1	h36-BL4-S3	F3	
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11 WNW;lk N	2865	4	h37-L-S3	F3	No storage.
" Gray Butte	L	15.3 W	3015	4	h37		
" Sun Hill Ranch	L	13.1NNW;hwyE	2950	1	23-S5	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW;hwy S	4228	1	29		Ruf-weeds.Too soft for use-wet wea.
Aguanga,Stardust Ranch	L	3.4 NW;hwy W	1750	1	20		Hill E.
Alpaugh, Von Glahn Ranch	L	7.2 NW	191	3	28		N,NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	P	1 W;RR S	4391	3	h35-S1	F2	P-line NE,SW.Soft when wet.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Anderson, Pinnegar	L	1 S;hwy E	435	1	22		CLOSED-CONSTRUCTION.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd;p-lines NW;hills N,S,E,W.
Apple Valley	P	0.2 N;hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW;RR E	135	1	25		P-line E. Rolling. Soft when wet.
(P)ARCATA	P	7.6 NNW;ocean W	217	2	h50-BL4&7-S5-W	F4	Rgt tfc Rnwy 13.
Artesia, Cranford	P	1.6 ESE;rd S					ABANDONED.
Artois, Varney	L	1.2 NW;hwy E	175	1	20		N blkd.
Atwood	L	0.6 W;RR,hwy N	235	1	15		
(PC)Auburn	P	3.8 N;hwy 1 W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet. Electric ear.
Avenal	L	0.3 W;hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E,S,SE. Soft when wet.
Bagdad	L	1 S;hwy N	700	3	38		Use with caution.
Baker, Brown	L	0.8 N;hwy S	940	1	25		Caution-very ruf.
Bakersfield	P	2.8 S;hwy W	378	1	h30-S3	F2	CLOSED Sat,Sun.
(P) " -KERN CO. #1	P	4.4 NNW;RR W	515	3	h59-BL4&5-W	F4	TV antenna E,SE,S.
" Pumpkin Center	P	7 S;hwy S					ABANDONED.
(PC)Banning	P	1 SE;RR N	2190	1	h52-BL4-S5	F2	
Barstow	P	1.8 N;hwy S	2150	3	28-L4	F2	P-line N;hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW;tk-off SSE.Surd by mtns.Ruf.
Beckwourth, Plumas Co.	P	1.2 E;RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Bellflower	P	1.2 NE;riv E					ABANDONED.
Benicia-Air Harbor	L	2.9WNW;hwy E	17	2	19		SSE blkd;p-line ESE. Rgt tfc NE.Horses on fld. Soft when wet.
Bieber	L	1 NE;hwy S	4155	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW;hwy S	6750	1	37		Use at own risk. Hills N,S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8 ENE;riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon,13,SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-W		P-line NNW,Rolling.
(P)BLYTHE,21,LAX-PHX	P	7 W;hwys S	397	4	h69-BL4-S5-W	F3	
" Heron	P	1.2 E;hwy N	265	1	25-L-S5	F2	P-lines N.
" Skyway	L	13.5 W;hwy S	565	2	18		Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Bonsall,Shearer's Ranch	L	4.6ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE;hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW,Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW;rd W	810	1	28		SSE,NNW blkd. Use caution.
Boulevard, J 3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE;rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW;hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport,Bryant	L	0.3 NNE;lk N,W	6465	1	31		P-lines S,W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW;RR S	764	2	h60-BL4,6,7-S5-W	F4	FEE when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft. 925' ext on Rnwy 15 avail for take-offs only.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S;hwy W	275	1	17	F1	
Calexico	P	1.2 W;riv N	SL	2	36-S5	F3	Rgt tfc W,NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW;hwy S	-180	3	40-(S1)	F2)	ENE,SE,WSW,NW blkd.
Calistoga	P	0.2 ENE;RR S	365	1	h23-*L4-S1	F2	Rgt tfc WNW. P-line WNW.
Calpine	L	1 SE;hwy W	5000	1	26		(CLOSED-UNSAFE). Ruf.
Camarillo, Conejo Valley	L	9.5 ESE;hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Canby, Mead	L	0.5 N;RR W	4300	1	23		Soft when wet.
Canoga Park	L	1.1 SW;RR ENE					ABANDONED.
Carlsbad	P	2 NE	300	1	17-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE;RR SW	220	1	20-S1	F2	Rgt tfc W.Minor rprs avail in emerg.
CATALINA ISLAND Catalina	L	77 W of Avalon	1580	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N;hwy W	4610	1	h36		
Centerville, Center	P	2.1 SSE;hwy N,W	39	1	20-(S1)	(F2)	P-line WNW.Atnd wk-ends only.
Chester	P	1.5 SSW;hwy NW	4525	2	53-S5	F2	ENE,SSE,WSW blkd.
(PC)CHICO	P	5 N;hwy E	237	2	h67-BL4-S3-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7 SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2 WSW;hwy NE	173	1	22-S5	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h46		Rgt tfc to E.NE. Ctn F51 and C54 acft opers in vcnty. Acft parked on mat area; taxying on rnwys.
Chowchilla	L	0.8 SE;RR NE	240	1	h17	(F1)	Rgt tfc NW.
Claremont,Cable-Claremont	P	1.8 ENE;hwy S	1400	2	33-BL4-S5	F3	ENE blkd.
Clarksburg, Borges-Clarksburg	P	2.4 NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N;hwy E	714	3	h52-S1	F2	
Colusa	L	1.2 SW;hwy N	47	1	28-(S3)	F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U.S. Fish & Wild Life	L	2.2 SW;hwy N	45	1	23		CLOSED WINTERS. N,S blkd. Soft-wet
Compton	P	1.5 SW;hwys E,W	90	3	h20-BL2-S5	F3	Rgt tfc E.3500' strip avail.W blkd.
(PC)Concord, Buchanan	P	1.5 NW;hwys N,S	22	3	h50-BL4-S5	F4	P-line WSW.
Corcoran	P	1.3 WNW;hwy S	197	1	37-BL3-S1-U	F2	P-line NW. Ctn-weeds.
" Baldwin	L	2.7 NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE;RR,hwy W	205	1	29-L*1,3-(S1)	F3)	Twr NNW.
(PC)Corning	P	1.3 NE;hwy W	300	1	24-B		Closed winters.
Corona, Thursby's	L	1.3 NE;RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N;hwy E	3380	2	26		E/W strip under const.
Costa Mesa, Balboa Bay		1.3 WNW					(ABANDONED)
Cotati, Waldo Rohnert Co	L	0.6 NE;RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW;crk NE	1385	2	30		Hill WNW. Caution-wet.
(P)CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-B*L4-S2-W	F2	Drifting sand across W end taxi strip leading to Rnwy 11. Use Rnwy 11 for taxiing only. Ctn-rocks & telephone wires end Rnwy 35.
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW;RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Cypress	P	1.3 ESE;RR SW	60	1	19-S5	F2	P-line NNE. Rgt tfc SSW.
Daggett 13,LAX-AMA	P	5 E;RR S	1927	2	h64-BL2-W		
Darwin	L	0.6W;hwy I NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E;RR N	28	1	23		Soft when wet. Caution-holes.
" University	P	2.4 WSW;crk S	65	3	h37-B-S5-U	F2	SSW blkd;p-line NNW.
Death Valley Jct,Amargosa	L	0.7 W;hwys E,N	2037	1	23		Rgt tfc N.
Delano, Dunlap	L	7.5 ESE;RR W	525	aw	h30		S blkd. Stay N of p-line. Ctn-equip on fld.
(PC) " -Kern Co. #3	P	1.5 SE;RR,hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1 NNE;riv NW	11	1	h25-*L4-S1	F2	Rgt tfc W. Unlgtd p-lines E,W.
Desert Center,17,LAX-PHX	P	4.5 NE;hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE;hwy W	900	1	45		
Dinuba, Alta	P	4.5 E;RR S	360	1	34-L4-S1	F2	P-line NNW.
Dixon	L	1.8 NNE;hwy NW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW;RR E	4239	1	23		
Dos Palos, Eagle	P	6.5 SW;canal S					(CLOSED-CONSTRUCTION).
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5 SSE;hwy W	100	1	h39		Rgt tfc SW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Dunsmuir, Mott. 25B, SFO-SEA	P	3.7 N;hwy W	3229	1	28-L2-S1		Clsd. winters.
Durham, Leonard	L	2.5 S;hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8 SE;hwy SW	275	1	16		
Edwards, Pancho Barnes	P	6.4 SW;rd N	2340	3	36-L-S5	F2	
El Centro, Eshelman's		2.5 S					(ABANDONED)
El Monte	P	1 NNE	300	1	h20-BL3,4-S5-U	F2	Rgt tfc SW. Lgt by elec ear.
Elsinore	L	1 SSE;lk SW	1256	2	32		P-line N;hill W. Soft when wet.
Escondido	L	1.5 W;RR,hwy N					ABANDONED
Essex	L	2.7 NNE;RR E	1850	1	49		
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
"-County	P	3.6 ENE;hwy N	5	1	h14-L4-S5	F2	Rgt tfc NNW,W.
Exeter, Pruner	L	3 SSW;hwy E	340	1	24-*L4		
Fairfield-Suisun	P	1 E;RR N	7	1Z	30-S5	F2	N blkd;p-lines S,WSW,Soft when wet.
Fair Oaks-Phoenix	P	3.5 ENE;riv E,S	220	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3S;RR E,SE	70	1	20-S3	F2	No storage, ENE blkd. Ruf.
(PC)Fall River Mills, Shasta Sky Ranch	P	1 N;hwy E	3300	1	h33-S1	F2	
Famoso, Poso-Kern Co #16	L	4 E;hwy N	645	aw	h45		
Fontana	L	3.5NNW;hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N;lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW;ocean W	65	1	h24		
" White	L	1 NNE;riv S	72	1	18	F1	SE,NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW;rd E	2728	1	38	F1)	Surd by mtns.
(P)Fortuna, Rohnerville	P	3.3 SSE;rd E	390	1	h40-BL4-S5	F3	Rgt tfc Rnwy 11
(PC)Franklin	L	5.5 SSE;RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(P) " -AIR TERMINAL	P	4.8 NE;RR,S,E	331	2	h70-BL4,5,6-S5-W	F4	Rgt tfc pat,rnways 29,25, Use rnways
" -Chandler	P	1.8 W;hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11.Pools water on rnways
" Furlong	P	6.5 NW;canal NE	285	2	30-S5	F2	P-lines NW, NNW, after rain.
" Sierra Sky Park	L	8 NW;riv N	325	1	18		Ctn-weeds, pipe SE end strip. SE blkd.
(PC)Fullerton	P	3 W;hwy S,N	93	1	21-BL4-S5	F3	Hill SE.
Furnace Creek	P	0.5 N;hwy W	-178	2	37-S1	F3	CLOSED,Rolling gravel, Rgt tfc S,SE.
FURNACE CREEK, 17, RIV-DLA	P	1.5 N	-211	1	h57-BL4-S1-W	F2	Closed Summers. Use rnwy.
(PC)Garberville	P	1.5 SW;riv SE	545	1	22-S1	F2	Rgt tfc NNE. Soft when wet.
Gardena-Valley	P	2 NW;RR N					ABANDONED.
Gasquet	L	1 W;hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW;RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE.
Glenn Ivy Hot Springs, Glen Ivy	L	0.2 N;hwy E	1200	1	19		Mtns S. Rolling.
Grass Valley	L	0.8 W;hwy N	2600	1	18	F2	Rgt tfc strip27. P-line WNW. Rolling.
" MacBoyle	L	2.7E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW;hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E;hwy NW	120	2	23		
(PC)Half Moon Bay	P	5.5 NW;hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE;hwy S	247	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W;hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N;lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes
Hawes Aux #1	L	1.5 SSW;hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E;RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2E;rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW;RR W	47	3	h52-BL4-S5	F3	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE;riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW;RR 2 E	225	1	23		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5 WSW;RR SE	1502	2	50-L4-S5	F2	h2380 rnwy avail. WSW blkd. Ctn-weeds
Herald, Bottimore Bros.	L	1 NNW;RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N;hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		CLOSED.
" McKim Ranch	L	5 NW;riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E;RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8 SE;ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P) IMPERIAL-COUNTY	P	1 S;hwy E	-58	1	h44-BL4-S3	F3	NNW blkd.
Independence	P	0.9N;hwy W	3926	2	28-S1	F2	Rolling.
(PC) " Inyo County	L	6 SSE;hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	22.8 ESE;hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1 WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW;hwy S	1711	1	h20-B*L4-S1	F2	
(PC)Jacumba	L	1.3 E;hwy N	2810	1	24		W end soft. Mtns E. Rolling.
Johannesburg-Kern Co #10	L	0.2 NE;hwy SW	3550	3	42		P-lines S,WSW. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2700	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE;RR N	223	1	18		
Kernville-Kern Co #13	L	1.2 NE;riv W	2575	1	24		Soft.
(PC)King City	P	1.5 NNE;RR W	370	1	h45-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N;RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv S,W	60	1	21		Surd by mtns,Soft when wet.
Knights Lndg, Sweetser	P	1.8 NNE;riv S,W	25	1	h16-S5	F3	
Lk Hughes, Neenach Rch	L	11.8 NW;hwy S	2975	1	19		on rnwy 6-24.
" Sky Castle	L	3 WSW;hwy N	2870	3	36		CLOSED.E,NE blkd;hills SW,WSW.Holes
(PC)Lakeport, Lampson	P	4 SSE;rd E	1380	1	35-*L1-S5	F2	Mtn WNW, Ruf.
LaMesa	P	4.3 SE;hwy L2N	475	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S;rd W	275	2	22-S5	F2	P-line SSE, E/W rolling. Rgt tfc E,SE.
" Sweetwater	L	4.8 SSW;hwy S	488	1	h30		Clsd-wk ends-Auto racing. Stock-fld. Use strip.
Lancaster	L	0.5 NW;RR E					ABANDONED.
" Quartz Hill	P	5.2 SW	2475	3	26-*L4-S5	F2	WNW blkd;p-lines W,WSW.
" Sierks Ranch	L	2.6 ENE;hwy S	2368	2	21		P-line W. Soft in spots.
" Victory	L	9.2 NW;;					ABANDONED
" Waldrip	L	2 NNE;RR W	2335	1	19		
Leggett, Reed Rch	L	1 SE;hwy S	1125	1	21		Soft-wet. Rolling. Hills E.
(PC)Lemoore	L	9 SW;hwy N	247	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N;hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8 SW;hwy NW	2350	3	31-*L4-(S1)	(F2)	Soft. Weeds on N/S Strip.
(PC)Lincoln	L	3.6 WNW;hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5 SE;hwy 1.5 W	572	1	h52-*L4-S1-W	F2	
Live Oak, Bowles	P	1.5 NW;hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6 SSE;RR W	65	1	18		N,S blkd. Caution-weeds.
Livermore, Dow	P	4 WNW;riv S	350	1	23-S1	F2	
" -Sky Ranch	P	1.2 WNW;hwy NE	448	2	40-S5	F2	NE blkd.
Lodi	P	4.5 SW;hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N;hwy E	54	1	30-S3	F2	W blkd;p-line E.
(PC)Lompoc	P	0.6 N;riv 1 N	94	2	23-L4-S5	F2	Rgt tfc W,NW.800 x 1000' mat avail-use with caution.
Lone Pine	P	0.8S;hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R,30,34.Unlgtd derricks W of Rnwy 7R,P-line W.
" East Long Beach	P	2.5 ESE;ocean SW	30	2	20-S5	F2	P-line WSW.
(P)LOS ANGELES-Intnl	P	9.5SW;RR E	125	4	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
" East Los Angeles		8.5 ESE;RR S					(ABANDONED)
(NG) " San Fernando Valley	P	17.5 NW;RR N	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rgt tfc rnwys 26, 34.
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S;hwy 1.5 W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills-Kern Co. #9	L	0.6 NE;hwys S,W	285	1	h63		
" Blackwells Corner	L	10.5 W;hwy E	650	1	30		P-line E.
Lucerne Valley, Double J Rch.	L	7 E;lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
" Rabbit Dry Lake	L	3.3 W	2950	aw	40		Hwy crosses strips. Ctn-wet. Mtns NWE.
(PC)Madera	P	3.5 WNW;hwy E	253	2	h45-BL4-S1	F2	No storage.
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N,S,W. Open May-Oct.
" Long Valley	L	7.2 E;hwy S	7100	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa-Kern Co. #6		0.7S;hwy N					(ABANDONED)
" Sunset	L	3.1 NE;RR SW	520	3	19-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5 WNW;rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N;bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N, Hill W.
Marysville, Cheim	L	1.5 NE;hwy SE	67				ABANDONED
(P) " YUBA COUNTY	P	3.2 SSE;RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6 W;hwy 1 NE	155	2	h40-BL4-S5	F3	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5 WNW;hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S;RR NE	940	2	18		Rolling, Hill NW.
(PC)MODESTO	P	2.2 ESE;riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Mojave, Myer	L	1 SSE;RR S	2729	2	36-(S1)	(F2)	W blkd.
Montague	P	1W;hwy S	2527	2	37-B*L2-S5	F2	
(P) " SISKIYOU COUNTY	P	4.5 NE;RRW	2651	2	h75-BL4-S5-W	F3	
(N)Monterey-Peninsula	P	3.4 ESE;bay NW	220	2	h50-BL3,4-S5-W	F4	Rgt tfc rnways 24, 28.
Moorpark, Everett Rch	L	2.8 SE;hwy W	645	1	12		Fills E,W,S.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N;RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E;hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1 ENE;rd S	1110	1	22		P-line E.
(PC)Napa County	P	5.5 S;RR E,S	36	2	h53-BL4-S5	F3	
" Stewart	L	2 S;hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1 SE;riv S	10	2	22-*L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5 S;hwy E	990	2	h58-BL4-W	(F4)	No 80 oct avail. (12-28-54)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F-fuel octane.—New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Needles, Riverview	P	1.7 SSE	835	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5 NW;rds S,E	3060	2	26-(S5)	(80)	No stg.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4 S;hwy N	2225	1	40		
North Sacramento-City							
Sacramento, Branstetter							
" Capitol Sky Park	P	3.6 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hangar							

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
← Needles, Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S, E	3060	2	26-(S5)	(80)	No sto.NW blkd.Rolling.Soft-wet.
New Cuyama	L	0.4 S;hwy N	2225	1	40		
North Sacramento-City	L	1.2 N;RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6 NNE;RR W	1	2	30-(S5)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8 ESE;RR N	180	2	24-S1	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S;hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Lgt acft use gravel area. Large acft use concrete taxiways.
Oak View, Casitas	L	1.4 WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
" Hi Hi Sky Ranch	L	1.5 ENE;RR S	48	1	20		Rgt tfc ENE.
Ojai, Henderson	L	3.5 WSW;RR E	600	1	18-(S5)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E;hwy W	3648	2	20		W blkd.
" Campbell's Monache Meadows	L	10 WSW;riv W	8000	2	29		Clsd winters. FEE. Lnd, tk-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8 WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5 WNW;rivS	9100	1	18		Lnd and tk-off to SW.
(NG)ONTARIO-International	P	1.5 E;RR N, S	952	2	h70-BL45-S5-W	F4	Rgt tfc Rnwys 3,7.
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(80)	No sto.SW corner used by farmers.
" Kirkwood	L	4.8 NE;RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W;riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW;hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Otay, Wolfe's	L	1.2 SE	220	1	29		Rgt tfc WNW
Oxnard, Broome Ranch	L	8 SE	15	1	20		Caution-ditch and p-line parallel SSE Strip, Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W;hwy E	43	2	h45-BL4-S5-W	F3	
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd.E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5 E;dry riv NE	448	2	h70-BL4-S5	F4	Rgt tfc N and NW.
Palo Alto	P	2 ENE;bay 1 E	5	1	25-*L1-S5	91	Ant. SSE;p-line S, WNW.2400' strip avail.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5 NE;hwy L5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W;rd S	168	1	26-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma		1.7 N;bet RR's					ABANDONED.
" -Sky Ranch	P	2.3 NE;rd NW	78	1	h21-*L1-S5	F2	
(PC) Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h23-S1	F1	
(PC)Pixley	L	1.2 SW;hwy E	264	1	h20-(S1)		
Placerville	L	1.5 ESE;hwy 1 N	2595	2	29		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	55	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW;hwy S	1850	1	40		Use strip. Pipe line each end-ruf, E end soft.
(PC)Point Arena-Hotel	L	2 NW;hwy E	80	1	13		Ruf.
Pomona		1.8 SSE;rd W					(REPORTED ABANDONED).
← " Brackett	P	3 NW;hwys N, E	985	1	24-L4-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW;hwy 1 N	444	2	h60-BL4-S3	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Ganser	P	0.5 N;hwy W	3415	1	h31-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6 WSW;hwySE	1392	1	h40-*L1-S5	F2	
Ravendale	L	0.2 N;RR SW	5260	2	37		Slippery when wet. Cattle on fld.
← (P)RED BLUFF, Bidwell	P	1.7 SSW;Crk N,S	354	2	h40-BL4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE;rd W	500	2	n60-*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" -Sky Ranch	P	5 S;canal E, N	486	2	29-S5	F2	
Redlands	L	3 NE;RR E	1574	1	25		CLOSED. Rolling. flying over school.
Reedley, Great Western	P	5 N;RR W	381	1	22-S5	F2	P-line SSE. Rolling. Rgt tfc N, avoid
Rialto, Miro-Fontana	L	2.5 NW;crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE
" Morrow	P	1.8 S;hwy S	1100	1	h32-S1	F2	P-line ENE, WSW.
Rice	L	2.2 ESE;hwy N	832	2	h50		
Richgrove, Burum	L	1.3 WNW	470	1	14		P-line S, ant, E. Use at own risk.
Richvale	L	1.5 WNW;RR E	112	1	25		
" LaMalfa	L	3 ENE;hwy S	115	1	20		P-line SSE. Soft when wet.
← Ridgecrest, Davis	P	0.5 SSW;hwy E	2300	3	26-S1	F3	P-line ENE.
Rincon, Lazy H Sky Ranch	L	1.2 NW;rd E	890	1	15		Lgt acft only. Rolling.
Riverside, FlaBob	P	2.3 WNW;rivSE	760	2	37-L1-S5	F2	1700' pavement avail.
"	P	4.5 WSW;RR W	765	2	32-*L4-S5-U	87	FEE for lgts. Rolling.
Robbins, Lampson's	L	0.4 W;hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N;rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2435	1	21-S3	F2	No storage
" White Oaks	L	19 WNW	3100	1	36		Mtns N.
← Rosemead, Fletcher	P	1 NW;RR N	255	1	30-S1	F2	P-line NE. Rgt tfc NE.
Rutherford, Inglenook Ranch	L	1.5 WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5 SSW;RR W	21	3	h60-BL4,6-S5-W	F4	
Sacramento, Branstetter							
" Capitol Sky Park	P	3.8 WNW;RR N	15	1	30-S5	F2	Use strip.
" Hannam	L	8.6 SSE;hwy W					ABANDONED
" Jensen	L	4 SSW;RR W	20	1	17-S5	F3	Rgt tfc S. Unigtd Ant, N Soft-wet.
" Perkins		4.2 ESE;hwyNW					(ABANDONED)
" -Sky Ranch	P	4.6 SSE;hwy E	26	2	23-S5	F2	P-line S, NE.
(P)SALINAS	P	2.8 ESE;RR SW	84	3	h50-BL4-S5-W	F3	
San Ardo	L	0.6 NW;RR E	450	1	20		Use at own risk.
" #2	P	5.6 NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7 NNW;RR W	1455	4	h28-*L4-S5	F2	Hills N,S;p-line WSW. Rgt tfc N.
" Tri-City	P	3.3 SSE;riv N	1015	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E. S. 2700' of E/W Strip lgtd.
← San Carlos	P	1 NNE	6	1	24-S1	F2	8' Levee S.
(P)SAN DIEGO, Lindbergh	P	2 W;bays S, W	15	2	h81-BL4-S5-W	F4	P-line ESE. Rgt tfc Rnwys 27,31. ARPT OF ENTRY.
(P) " Montgomery	P	7 NNE;hwy W	417	2	h34-B*L4-S5	F2	
" Pike's	P	4.8 WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE;hwy E	383	2	h54-*L1-S5-W-U	F3	Rgt tfc ESE.
San Fernando	P	1.5 E;hwy 1 SW	1170	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
← " Whiteman	P	2 SE;RR SW	1000	2	38-S5	F4	P-lines NNE, SSW. Rgt tfc NNE.
(P)SAN FRANCISCO INT'N'L.	P	9 SSE;bay E	11	4	h89-BL5&7-S5-W	F4	2-way rdo rqrd.
Sanger, Wonder Valley Dude Ranch	L	15.3 NE;rd S	600	1	21		Rd crosses strip. Tfc pat NE. Surd by mtns.
San Jose	P	3.4 E;rd W	116	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	M	2 NW;RR SW	62	1	h45-BL4-S5-W	F4	
" Reid's Hillview	P	4 E;rd NW, SE	136	1	h27-L2-S1	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N;RR SW	342	1	27		Cattle on fld nights.
(PC) " -COUNTY	P	3 SSE;hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
← San Marcos, Mc-Cormick	P	1.5 WSW;RR N	530	2	21-S5	F2	P-line ESE. Rgt tfc ENE.
" -Valley	P	1 W;RR N	530	2	20-S5	F2	Rgt tfc N. Caution weeds on strip.
San Mateo		2.2 ESE;hwy W					(ABANDONED)
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S;hwy N	53	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	3.1 W;RR N	14	5	h47-BL4,6-S5-W	F4	330' overrun on apch end Rnwy 25 usable
← Santa Cruz-Capitola	P	4.8 E;RR S	100	2	24		CLOSED days only.
" -Sky Park	P	5.3 N;hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1 SE;RR N	230	3	h33-S5-W	F4	P-lines W, WNW. Rgt tfc E, ENE, ESE.
" Machado	P	2.2 N;riv N	230	1	27-S5	F2	W blkd.
← (PC)SANTA MARIA PUBLIC	P	4.2 SSW;hwy E	259	2	h57-BL4-S1-W	F3	
(P)Santa Monica	P	2.6 ESE;rd E	175	2	h50-BL4-S5	F4	2-way rdo rqrd. Clsd after 2300. Rgt tfc rnwy 3,4.
Santa Paula	P	0.8 S;riv S	240	1	21-S1	F2	Rgt tfc to S. 91 oct avail on req.
" Harvey	L	1.7 E;riv S	290	1	19		CLOSED. Ctn-high weeds, ruf, E blkd.
Santa Rosa	L	2.8 NNW;hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW;RR 1 E	125	2	h50-BL4-S5-W	F4	
Santa Susana	P	0.5 S;RR N	965	1	18-S1	F1	W blk.thills S, E. Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1 ESE;hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	P	0.8 ESE;rds E,N	2150	1	53-(S1)	(F2)	NNW blkd. Soft spots. Irreg. atnd wint. 1800'SSE end strip unusable wint.. mrkd.
Selma	L	2.3 E;rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E;RR E	425	3	h45-*L2,4-S1		Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W;ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S;hwy W	1580	1	23		Mtns N. Rgt tfc N.
Silver Lake, 18, LAX-SLC		2.5 SSE;RR bed E					ABANDONED.
Simi, Montgomery Corp.	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE;lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Solemint, 6 S Ranch	P	1 WNW;hwy S	1350	1	h26-S1	F2	E, W blkd. Clsd Sung-auto races.
(PC)Sonora, Columbia	P	3.4 NNW;hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
(P)STOCKTON	P	4 SSE;hwy E	28	3	h45-B14-S5-W	F4	
" Oranges Bros.	P	5 N;RR E	23	1	h20-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	3	20	F2	Atnd Oct-June. E end E/W Strip ruf.
Stratford, Jones Farms	L	1.1 NW;RR NE	200	1	16		
" Newton	L	2.7 SSW;hwyNW	194	1	h22-U		P-line NNW.
" Rowan	L	1.7 SE	200	1	19		
" Westlake Farms	L	6.1 SW;hwy W	200	1	15		
Strathmore, Trauger	P	1.1 NNE;RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
← Sunnyvale, Santa Clara Valley	P	2 NE;hwy S	29	1	30-S5	F2	2100' rnwy avail. P-line SE.
Susanville	P	6.5 SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft, Parker	L	15.6 ESE;hwy S	580	aw	h30		Cattle on fld. Ctn-weeds, loose sand.
" -Kern Co. #2	P	0.6 E;RR S	673	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip
" Tank Farm	L	21.5 ESE;hwyS	513	4	h30		E blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM(122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Tehachapi-Kern Co. #4	L	0.8 NE;RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8 SW;hwy W	-117	2	h50-BL4-S1-W	F4	Use rnwys.
Three Rivers	L	2.2 NNE;riv S,W	850	1	20		SSE blkd.Soft when wet.
(A)Torrance	P	3 SW;hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29,Twrs NE,NW.
(PC)Tracy	P	3.5 SSW;RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5 ESE;riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1 ESE;RR S	164	1	27		SSE blkd.Soft when wet.
(PC)Trinity Center	L	0.4 NNE;hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE;dry lk S	1716	1	60-BL2		Rolling.
Truckee,16B,SFO-SLC		3.6 ENE;hwy S					ABANDONED.
Tulare	P	3.7 SSE;hwy W	270	1	21-S1	F2	
" Moore's	L	2.2 NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-*L2-S1	F2	
(PC)Tulelake	L	8 SE;hwy SW	4048	1	35		
Turlock	L	4 WSW;RR SW	78	1	20		Edges Soft.
" Arpk	L	1.5 SSE;hwy 1 E	95	1	20		CLOSED-LEGALLY.
" -Municipal	P	9 E;hwy N,W	160	1	h33-S1	F2	
" Roe	L	7.8 S;riv S	100	1	19		NNW blkd.SE end soft.Rgt tfc SE.Rolling.
Twentynine Palms, Cones	P	1.5 ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
" "K"	L	11.3 W;hwy 1 S	2360	3	26		Ruf. 24,400 lbs.
(P)UKIAH	P	1.5 S;RR E	615	1	h40-BL24-S5-W	F3	Rgt tfc N.Rnwy rstd to acft in excess
Upper Lake, Gravelly Valley USFS	L	20 N;lk 1 S	1900	2	44		NNE blkd:hills WNW.Deer on fld. Clsd Nov-Mar.Lnd NNE. WNW;take-off SSW,ENE.
" Polk	L	0.6 SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8 NE;hwy NW	65	1	23		INACTIVE.
Vallejo, Knight's	P	2.5 NNW;hwy SE	2	2	22-S1	F2	Rgt tfc W.SW. Soft-wet. Ctn-weeds.
Valley Center, Schafer's	L	4 E;riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7 SE;RR NE	13	1	h24-S5	F3	Rgt tfc SE.
Victorville. Circle M Ranch	L	7.3 SE	3000	1	34		P-line NNE.Unmrkd cable across N end of rnwy.
→ " "66"	P	5.2 SSW;hwy W	3225	2	26-S1	F2	P-line W.
Vidal	L	1 SE;hwy SW	590	1	29		
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwy.
(PC)VISALIA	P	5 W;RR W	292	1	h60-BL4-S1	F3	
" Green Acres	P	1.8 WNW;RR S	317	1	28-S5	F2	P-line WNW.
" Piepgrass Bros.	L	3.7 NNW;riv S	320	1	20		CLOSED.
" -Dinuba	P	8.5 NNW;RR 1 NE	310	1	h25-S5	F2	
Walnut Grove	P	2.4 SW;riv W	SL	1	26-S1	F2	
Warm Springs	L	2.3 SSE;RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4 W;hwy N	2875	1	35		
Wasco,Semi-Tropic	L	8.6 W;hwy N	300	2	h46		Ruf.
" -Kern County #5	L	2 NNW;rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6 NW;hwy S	160	2	h45-*L4-S3-W	F2	
Weaverville	L	1 SSE;hwy E	2040	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE Strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8 NW;Sea adj	-152	2	51		CLOSED, xcpt on ofl bus.
Westwood	L	1.5 W;hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2 NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3 NE;RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3 ENE;rd S	1356	1	18	(F2)	P-line W.Slippery when wet.Rgt tfc strip 25.
Willows, Nolta's	L	4 N;hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S;RR W	90	1	20		Soft when wet.
" -Glenn County	P	1.3 WSW;hwy N	139	2	h45-B*L4-S5	F3	
(PC)Winters Flight Strip	L	7.5 ENE;hwy W	98	1	h60		
Woodland	L	3 SE;rd S,W	30	2	27		Soft when wet.
" Watts	P	5.5 W;hwy E	121	2	h27-*L1-S5	F2	P-line ESE.3400' strip avail.
Yermo, Calico Guest Ranch	L	0.5 NNE;RR S					ABANDONED
(PC)Yuba City, Sutter County	P	0.6 SE;riv E	58	1	h20-S5	F2	Rgt tfc Rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W;hwy SW	2350	2	22		P-line WSW.
Yucca Valley-Sky Corral	P	0.1 N;hwy S	3333	1	30-S3	F2	No storage.Caution-weeds.
NEW AIRPORTS (or airports out of alphabetical alignment)							
South Belridge, Belridge	L	0.8 NNW;hwy E	575	1	38		
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
← Akron, Ward	P	0.7N.	4660	1	28-*L4-S1	F2	After 0400 lgts on 30 min req.P-line SE.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E.Ruf.
(PC)ALAMOSA	P	2S;riv 1.5 NE	7535	2	h59-B*L4-W	F3	NW/SE strip clsd E NE/WSW emerg use only.
" Kramer	P	3 WNW;RR N	7550	2	52-*L4-S5	F1	NE blkd.Soft edges, ends on NE/SW strip
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	27 SSW;hwy 15 N	7980	3	58		S blkd.
Boulder	P	3 ENE ;bet RRs	5350	4	42-B*L4-S3	F2	
Brush	L	27 ENE;hwys W	4280	3	35	F1	S,SSE,W blkd.Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5 W;RR S	4160	4	38-S1	F1	S,SE blkd;p-lines N,NE,NW.
Calhan	L	0.6 ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S.Cattle-fld.
(PC)Canon City, Fremont County	L	6.9 E;hwy N	5436	2	h54		
Center	L	65 WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE,E blkd.Ruf.Soft when wet.
Colorado Sprgs,Garden Rch.	L	5.5 NNE	6450	2	44		CLOSED-NOT MAINTAINED.
(AF,A) " PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S3-W	F4	
" Pine Valley	P	92 N;bet RR,hwy	6575	3	40-S1	F1	E,W blkd;p-lines NW,SE.Strip 17R-35L not usable.
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW,hwy E	5899	1	50-S5	F1	
(PC)Craig	P	2 SE;riv N	6197	1	56-*L2-S5	F1	Caution-ditch.Use strip.
Creede	L	2 SSE;hwy NW	8700	2	50		P-line NE.Use strips.
Crested Butte	L	0.8 SE	8800	1	27		
Del Norte	L	2.5 N	7900	3	60		Hills SW,W.Ravine S,N/S Strip rolling.
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd.Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	L	4 E;RR N	5200	4	56-*L1		
Denver, Federal Hgts.	P	10 NNW,hwy W	5550	3	39-*L-S5	F1	W blkd;p-lines E,S,SW,NW.Erosion.
" Sky Ranch	P	12S E; RR S	5478	3	41-*L4-S5	F3	Rgt tfc strips 26,30,36.Ditch W.
(P) " STAPLETON	P	5 ENE;RR N	5331	5	h100-BL4-S6-S7-S8-W	F4	Rgt tfc rnwys 35,26L,26R,30,21. Rdo rcvr rqrd.Land W numeral 26L.
Dove Creek	L	0.6 E;hwy W	7000	1	44	(F1)	P-line SW.
← Dupont, Adams City		2.1 SSW;RR E					ABANDONED
(PC)Durango	P	1 NE	6875	1	42		CLOSED.
" -LaPLATA	P	10.6 SE;riv NW	6684	1	h56-BL4-S3	F3	SW end soft, ruf.
Eads	L	1.3 WSW;RR N	4210	2	35		
" Freeman	L	10 SSE;hwy W	3900	4	35		P-lines S,SSW,W,NNW.
Eagle,76,LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W		
Eaton, Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2.5 E	5550	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S;hwy N	4975	3	40-*L4-(S3)	(F1)	E,SE blkd.
(PC)Ft. Collins	P	4 WNW	5160	2	39-S5	F3	Use strips.
Ft. Morgan, Young	P	6 N	4550	3	52-*L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6 N;riv E	8000	1	68		Surd by mtns.Peake either side S apch Caution-holes.
Glenwood Springs	P	2 S	5900	1	37-S1	F1	Rgt tfc S.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd.Cattle on fld.
(PC)Granby	L	1 ENE;RR S	8200	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)GREELEY	P	3.5 E;rd S	4645	3	50-BL4-S5	F2	
(PC)GUNNISON-County	P	1.2 SSW;RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6,17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
" Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	P	1.5 SSE;riv N	3360	3	28-*L-S2	F1	P-line NW.Cattle on fld.
Holyoke	L	1.6 ESE;hwy N	3720	2	35-*L	F1	
(PC) Hugo	L	1.5 NW;hwy W	5128	3	40		
← Julesburg	P	2.4SW;RRN	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip.Ruf.
Kim, Sammons Ranch	L	10 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E;hwy N	7411	1	h55		
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h63-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd;p-lines SW,W.Ruf.
Las Animas	L	1.4 S;hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE;hwy S	5365	2	42		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5500	1	26-*L	F1	N blkd,Rolling.Land,take-off N.
(PC)Longmont	P	2.9 W;hwy S	5047	3	44-B*L4-S5-U	F1	
(PC)Loveland	P	2 WNW;hwy S.	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E;riv S	6300	1	39-*L-S1	F1	
Mesito	L	4 E;hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista	P	3.5 W;hwy NE	7770	4	58-B*L4-S1	F1	Req lgts after 2200.Ctn-rocks edge of strips.P-line ENE.
(PC)MONTROSE	P	1.5 NNW;hwy SW	5759	2	h57-B*L4-S5	F1	P-line SW.NE/SW Strip soft when wet.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
New Raymer	L	0.5 SE;RR N	4778	3	29		CLOSED.
Norwood	L	3 NE;riv E	7000	1	27		Rolling.
Nucla	P	2.3 SSW;riv 1 S	5910	2	50-(S1)	(F1)	
Ordway-#1	L	0.9 S;RR N	4300	3	39		Poor drainage, dangerous.
(PC) " -#2	L	6.4 SE	4367	3	h50		Unusable-weeds.
Ovid, Woodham	L	2.1 E;RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	6000	1	30-S1		Soft when wet.
(AF)PUEBLO-#1	P	2.1 SW;hwy S					ABANDONED
(P)Pueblo Memorial	P	7 ENE;hwy S	4712	2	h85-BL4-S5	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" -Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE.S blkd.
Rifle	P	3.3 E;riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8 SSW;canal N	4225	2	28		P-lines NW;hill SE.
Saguache	L	2 WNW;hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W;RR S	7484	1	38-(S5)	(F1)	Ruf.Steep grade on W.
" Frantzhurst	L	3 WNW					REPORTED ABANDONED.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7800	4	74	F1	Soft, ruf.
Sanford		1.5 W					ABANDONED.
Silver Cliff, Valley	P	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N;hwy W	4350	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	2.5 NNW;hwy NE	6920	2	19		
(PC)Sterling-Logan County	P	2.8 W;RR S	4037	2	h47-S3	F3	P-line NE, Ditch S.
Stratton	L	1.3 NE;hwy S	4400	1	33		SE blkd;p-lines NW.
(P)TRINIDAD	P	105 ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use rnways.
" Newcombs Ranch	L	20E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U.S. Vanadium	L	2.9 NE	5850	1	60		
(PC)Walden-Jackson County	L	1.5 NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable.Caution-wind eroded holes center of E/W. Strip, use S75'.
Walsh, Griffin	L	0.7 N;RR,hwy S	3950	3	29-(S1)	(F1)	P-line SE, S.Ruf.
Watkins, Craig	L	6.2 W;hwy S	5500	2	26		S blkd;p-line W.Rolling.
" East Colfax	P	2.7 WSW;hwy N	5650	2	30-S3	F2	P-lines N, NW.Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S.
Yuma	P	1.4 SSE;hwy N	4150	3	34-S1	F1	SE, S, SW blkd;p-line NW.Rgt tfc N, NE, SE
NEW AIRPORTS (or airports out of alphabetical alignment)							
CONNECTICUT							
← Ansonia	P	1.6 ENE	440	1	18-S5	F2	
← Bethany	P	1.3 N	680	1	28-S1	F2	500' N end slopes sharply.
(P)BRIDGEPORT	P	3.5 ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	145 oct avail.NE blkd:NE glide angle 1:1 hwy tfc adj NE;p-line NW.
Bristol	L	1.9 SE;RR N	255	1	18		Ruf.
(PC)Danbury	P	2.5 SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E.Hartford, Rentschler	L	1.5 SSE	45	4	h58-L2,3,4-S5	F4	Code bcn.VFR flgt test operns days all alts in 75 mi radius. 115/145 oct avail.
Essex, Doane	P	1.2 SW;RR E	30	2	19-S5	F1	
(PC)GROTON, Trumbull	P	2.8 SE;RR NW	10	3	h50-BL4-S3	F3	P-line NW.
← Hartford, Brainard	P	2.8 SE;riv E	18	4	h47-BL2,3,4-S5-U	F4	Rnwy 15-33 clsd. Dikes N,NE,ENE. FEE.Pools of water at intsxns of Rnwy 5-23 after rainfall.
Madison, Griswold	P	2 ESE;RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
← Meriden	P	2.4 SW;RR E	102	1	35-BL2-S5	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-B12,3,4-S5-W	F3	
Pachaug	L	1.4 E	204	1	23-*L4-S3		No storage.
Simsbury	P	2.6 NNE;RR W	210	2	18-S5	F3	
S. Woodstock, DeFlorez	L	1.2 SSE;hwy W	450	2	18-(S3)	(F1)	Atnd week-ends only. No storage.
Torrington, Tor-Win	L	5.3 N	1260	2	21		N blkd.Caution-erosion E.
← Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7 NNW;RR 1 E	843	2	20-S3	F1	
Waterford, New London	P	1.7 N;hwy N	60	2	19-*L4-S5-U	F3	SE blkd, Ridge NNW.
(PC)WILLIMANTIC, Windham	P	2.7 NE;hwy SE	244	3	h43-S5-U	F2	Dike NE.
(NG)WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h69-BL456-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical alignment)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CONNECTICUT							
DELAWARE							
Bridgeville	L	1.7 SE;hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	P	2.2 N	37	3	24-*L-S1	F3	P-line SW.
← " Sunglo	L	1.3 S;hwy W	30	2	15		ENE blkd;antenna W.To be Abandoned 3/1/55.
(PC)Georgetown, Sussex Co.	L	1.5 SE;RR N,E	50	3	h50		
Harrington	P	1.5 E;hwy S	50	1	28-*L1	F1	E, W, WSW blkd.
Hartley, Lasch	L	0.8 WNW;rd NE	70	1	15		SE blkd.
Laurel	P	1.5 SW;hwy S	30	3	21-*L4-S5	F3	
Milford	P	1.1 NNW;hwy E	35	2	24-*L4-S3	F3	ESE blkd
New Castle, Bellanca	P	1.5 W;hwy N	30	3	h25-S5-U	F3	3600' strip avail, turf ext each end ENE/WSW strip.Rgt tfc NE.Strips soft-wet. SE blkd;p-line NE.Rolling, ruf.Rgt tfc N, NE, NW.
" Biggs	L	1 NW;RR E	60	3	21		
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	38-B*L4-S5	F3	ENE, SE, WSW, WNW, NW blkd;unlgtd antenna ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
" Lakeside	L	1 S;hwy E	45	1	18		S blkd.
Wilmington, Du Pont	P	3 WNW;hwy S	185	2	29-B*L2,3-S5-U	F1	SSW blkd.
(AF,NG) " NEW CASTLE CO.	P	4.8 SSW;hwy SE	79	4	h70-BL4-6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	L	1 W;rd SE	45	1	21-S3	F1	WNW blkd;p-line ESE, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	2.2 S of Monument	16	4	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd.FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet.
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N;hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE;rd S	3	1	19		S blkd.Sandy.
(PC)Apalachicola	P	2 W;bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE;rd W	60	4	33		
← Astor Park, Sellers Lake	L	1.5 WSW;lk N					ABANDONED.
Atlantic Beach, Bull	L	1 NW;ocean E	15	1	20-(S5)	(F1)	No storage.
Avon Park	L	1.5 W;hwy N	156	4	h40-S1		P-line NW.Use rnwys.
(P)Bartow	L	5.5 NE;RR NW	124	3	h50-BL4		AF primary contr school.Intensive student trng within 20 mi radius 0630-1715 Mon-Fri. No ATC interphone.CLOSED CIVIL AIRCRAFT.
Belle Glade-State	P	1 NNE;hwy W	17	2	24-S5	F1	W blkd.Soft when wet.
(PC)Boca Raton	Airport now Air Force Installation.						
Bradenton	P	1 SW;hwy E	22	2	34-S5-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW;RR E	70	3	h70-S5	F1	Use rnwys.
(PC)Bunnell	L	3.5 E;lk SW	34	4	h50		Cattle on fld.Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W;hwy 1 S	20	1	h40		Use rnwy.
(PC)Cedar Key, Lewis	P	1 W;gulf W	6	1	h24		Tower S.Use rnwy.
Chipley	L	1.8 SE;RR N	165	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30-S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W;hwy N	20	1	h30-L4-S5-U	F3	Use rnwy.
Cocoa	P	2.1 ESE;riv E	4	1	43-S5	F1	Caution-construction.Use strip.
Crestview	L	2.5 N;RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E;RR SW	42	2	h50-BL2-S1-W	F1	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE;hwy W	7	1	30		
(P)DAYTONA BEACH	P	2.8 SW;hwy N	34	4	h50-BL4.6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	M	4.5 E;hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW;hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW;bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4 S;riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC)Ft. Lauderdale	L	6 NNW;RR SE	14	4	h40		Caution-not maintained.Use rnwys.
← " Bradley	P	2.8 N;RR W	9	1	h26-S5	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW;RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY.Use rnwys.
(P)FT. MYERS, Page	P	4 S hwy W, RR E	17	3	h50-BL4-S1-W	F3	Ngt operns on prior req. Use rnwys.
Ft. Pierce	P	3.3 SSE;RR E	19	3	27-B-S5	F1	N, NW blkd;p-line W.Caution-wet.
" Angle	P	2.2 NW					ABANDONED.
(PC) " St. Lucie County	P	3.5 NW;RR E	24	4	h50-S5	F3	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Gainesville, Stengel	P	4 WSW; lk E, W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		P-line N.
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds.
Hawthorne	L	1.5 SSE; RR W	120	2	20		CLOSED. NE, S, SW blkd.
← Hollywood	L	1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC) Holopaw	L	2.2 E; hwy S	70	1	26		
← Homestead	P	1.6 NE; RR W	8	2	28-S3	F1	No storage. NE, SW blkd; p-line NW. Rgt tfc E.
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2, 4		
(P) Jacksonville, Craig	P	9 E; riv 1 N	41	2	h40-BL4-S5	F3	Use rnwys.
(PC) " Herlong	P	9 SW; hwy NW	87	4	h40-S3	F1	
(NG) " IMESON	P	6.3 N; RR W	52	4	h70-BL4-6-S5-W	F4	? -way rdo rqrd ngts, rcvr days.
" Mile Branch	P	11 SW	62	2	18-(S3)	F1	No sto. Minor acft, eng rprs wk-ends.
← (PC) Keystone Hgts, Keystone	P	4.5 NNW; RR W	196	3	h50-S1	F2	Use rnwys. Cattle-fld.
(P) KEY WEST, Meacham	P	2.3 E; ocean S	4	4	39-*L-S5	F3	No storage. FEE. ARPT OF ENTRY. Use rnwys.
(PC) Kissimmee	P	2.3 W; RR N	82	3	h50-B-S1	F1	0700-1730 concentrated flying of AF-T6 engaged in student trng. Ctn-entering active rnwy. Tfc pat 900'. Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(PC) Lake City	P	3.7 ESE; hwy N	202	6	h68-S5	F1	OLF to Jacksonville NAS. Use rnwys.
(PC) LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Rnwy lgts on req after 2400. Use rnwys.
← (PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-B*L2,4-S3-U	F3	Rnwy lgts not avail. after 2400.
" Skyland	P	1.9 WNW; RR S	170	3	21-S5	F1	
(PC) Lake Wales	P	2.3 WSW; RR N	125	2	h40-*L2-S5	F1	Int. mil student trng 0700-1730 Mon-Fri.
(PC) Leesburg	P	4 ENE; lk SE, NW	67	2	h50-BL2-S5	F1	Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
← Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80	F1	
(P) MARIANNA, Graham Airbase	P	5 NE; hwy E	112	4	h50-B*L4-W		Clsd civil acft xcpt prior req. Inten student trng 35 mi radius 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil acft. Equip-fld. Open ditches adj rnwy, taxiways. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW; RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	20-S5	F3	
(AF) " -INTERNATIONAL	P	5 NW; canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR CLEAR BASE. Non-sked exec and nvt acft use 20th St. Term. ramp. No storage. Use rnwys.
" Tamiami	P	9 W; canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	150	2	47-S5	F1	No storage. S, W blkd.
← Minneola, Kerlin	L	0.5 NE; hwy W	100	2	16		Unattended.
Monticello	L	1.5 SW; hwy E	226	2	25		
(PC) Naples-America	P	2 NE; RR E	8	2	h50-S1	F3	Use rnwys.
(PC) New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys. Rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5	F3	35' antenna 300' NW end Rnwy 11. Use
(PC) Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		clsd.
(AF) ORLANDO	P	2.5 E; lk S	115	4	h55-BL4,6-S5-W	F4	S end N/S Rnwy blkd. Rnwy 10L-28R perm.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Ormond, Tomoka	L	3.5 WNW; RR N	29	4	h40		CLOSED. Ctn-not maintd. Rnwy 4-22 DANGEROUS-ditch in pavement. Cattle on fld. Use rnwys.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC) Palatka, Larkin	P	3 NW; RR N, S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park	P	3.5 NNE; hwy E	24	1	20-S5	F2	
(PC) " FANNIN	P	3 NNW; bay NW	14	1	h40-L4	F3	No lights after 2330. Use rnwy.
← " Skyland	P	0.2 W; RR N E	12	1	19-S5	F2	P-lines N, S, N end soft. Rgt tfc S.
(P) PENSACOLA	P	4 NNE; bay E	121	4	h50-BL4-S5-W	F3	Use rnwys.
(PC) Perry-Foley	P	3.2 S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC) Plant City	L	2.5 SW; RR SE	154	1	h42		Washes near edges of rnwy. Use rnwy.
" Robinson	P	1.5 WSW; RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	P	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-S3	F3	No storage. Use rnwys.
(PC) Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy 3	226	2	35-S1	F1	SW blkd.
← (PC) St. Augustine, Fairchild-St. Augustine	P	2 NE; hwy S	10	4	h40-S1	F3	Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) "PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG) St. Petersburg Whitted/ CGAS	P	2.5 E; bay E	7	3	h32-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC) " -BRADENTON	P	3.5 NNW; RR E	24	4	h50-BL4, 6-S5-W	F3	
Sebring	P	2.8 SW; lk NE					ABANDONED.
(PC) " Air Terminal	P	6.5 ESE; RR 2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC) Stuart, Witham	P	1.5 SE; RR W	17	4	h50-B*L4-S3-U	F4	Use rnwys.
Tallahassee	P	9 NNW; riv NW	250	2	26	F1	Surrounded by trees.
(P) " DALE MABRY	P	3 W; RR S	70	3	h52-BL4, 5-S5-W	F3	Use rnwys.
(PC) Tampa, Hillsborough County	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LECALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	5	h40-BL2-S5-U	F3	Use rnwys.
← (P) " -INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-Indg
Tarpon Springs	L	2 WNW; gulf W	12	2	20		N, NW; hwy tfc S
Titusville	P	1.3 NW; bay E	28	2	26-B*L2-S3	F1	INACTIVE.
Umatilla	L	0.8 ESE	100	1	23		
(PC) Venice	P	1.9 SSE; RR E	19	3	h50-S5	F3	P-line S. Use strip.
" -State	L	0.5 SE; hwy W					Use rnwys.
(P) VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	ABANDONED.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	Use Rnwys.
Warrington, Bayou	L	3.2 WSW					
Wauchula	L	2.1 E	120	4	21		ABANDONED
(P) West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	N, E, NE blkd. Use rnwys.
(PC) Williston	L	2.2 SSW; lk SW	70	2	h70		
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		Use rnwys. 0700-1730 concentrated flying AFT-6 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) Zephyrhills	P	1.5 ESE; RR NW	92	3	h55-S1	F1	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical alignment)							
GEORGIA							
Abbeville	L	0.8 S; hwy E	260	1	16		CLOSED-NOT MAINTAINED.
Adel, Cook County	L	1.3 W; hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P) ALBANY	P	4 SW; hwy SE	196	3	h49-BL2,4-S5-W	F3	Use rnwys. P-line W.
" Pine Knoll Lodge	L	115 WSW; RR S	196	2	30		SW blkd.
← (P) Alama 43, MIA-ATL	P	2.5 W; RR N	200	2	43-BL2		P-line NW.
(PC) Americus Souther	P	4 NE; RR W	470	2	52-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC) ATHENS	P	3.5 E	807	2	h40-B*L4-S5-W	F2	Use Rnwys. Servicing avail on req.
(P) ATLANTA	P	8 S; RR N	1024	5	h78-BL4,6,7-S5-W	F4	FEE. Clsd HR. VHR acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3 W; riv NW	820	3	h44-BL4-S5	F4	
(P) AUGUSTA, Bush	P	7.3 SSE; riv E	142	2	h53-BL4,6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W; RR S	427	3	h41-S3	F3	Embank W; p-line S. Use rnwys.
(P) Bainbridge	L	6.5 NNW; hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy.
(PC) " Commodore Decatur	L	2 WNW; hwy ENE	103	2	h40-BL4		Use rnwys. Clsd wk ends, holidays
(PC) Blakely, Early County	L	2 SSE; hwys NE	260	2	20		Soft when wet. xcpt prior approval.
(PC) Brunswick	P	2 NNE; RR W	14	2	h23-*L4-S1	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
← (P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC) Butler, 14, TLH-ATL	P	0.5 NW; RR S	667	2	32-BL2		S blkd; p-line SW.
(PC) Cairo-Grady County	L	3.3 ENE; hwy S	263	2	21		Road WNW, S, N p-lines WNW, S; house N. Ruf.
(PC) Camilla	L	2.2 WSW; hwy N	180	2	30		E blkd. Use center of strips.
(PC) Carrollton	L	2.3 NE; hwy E	1049	1	23-*L	(F1)	P-line NNE.
Cedartown, Waters	L	1.2 W; hwy E	798	2	26		P-line E. Soft when wet.
Cochran	P	5 NE; riv E	324	2	21-BL2,4-S5	F1	
" Red Dog	L	6.2 NW; hwy 15 E	300	2	22		W blkd. Lgt acft only. Use ctn. Stock on fld.
(P) Columbus	P	1.5 SSE; riv S	240	2	47-*L4-S5	F1	ESE blkd. Lights unreliable. Ruf. Rgt tfc NNW, ESE.
(P) " MUSCOGEE COUNTY	P	5.6 NE; RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys.
Commerce	L	1.8 E; hwy S	910	2	14-(S1)	(F1)	Light aircraft only. Rolling.
Conyers	L	1 S; hwy E	750	1	20		P-line N. Ruf.
(PC) Cordele	L	1.8 NNE; RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW; RR's E, W	430	1	15		INACTIVE. Let acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4 NNW; lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7 ESE; riv NE	700	2	21		INACTIVE.
" Mountain View	L	2 NW; hwy E, N	1000	2	19		CLOSED-HAZARDOUS.
(PC) Darien, Edenfield	L	3.5 N; hwy NE	30	1	30		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane; ← New or revised Data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				GEORGIA			
Dawson, Terrell County	L	2.5 SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
Dorchester, Stevens	L	7.7 ESE;rd NW	10	2	25		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC) Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-BL4-S5	F3	Use rnwys-holes adjacent.
Elberton	L	2 SE;hwys N,W	710	1	18		ENE blkd.
Ellaville, Gill's	L	1 E;hwy N	565	1	16		INACTIVE. N blkd. Land to S to N. Take-off N to S.
Fitzgerald	L	2 SSW;RR W,E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W,E	1277	2	h40-BL2,4,9&-S5	F3	Use rnwys.
Griffin-Spalding	P	1.5 S;hwy SSE	936	2	30-B*L2-S3	F3	
(PC)Homerville	L	1.7 NW;hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)LA GRANGE, Callaway	P	3 SW;hwy N	700	3	h50-BL2-S1-W	F3	SSW, WSW blkd.
(PC)Lake Park	L	1 SSW	220	2	h47		CLOSED. N, SW blkd; p-line S.
Lawrenceville, Wages	L	1.8 N;hwy E	1075	1	13		CLOSED. P-line E. Light acft only.
(PC)Leesburg, Lee County	L	2.2 SW	285	2	h45		CLOSED-NOT MAINTAINED. HAZARDOUS.
Lithonia, Gunn	L	3.3 WNW;hwy S	960	1	20	(F1)	Hill W. Rolling. Slick when wet.
Louisville, Port Maybe	L	4 N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4,6-(S3)-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E,W	463	3	h47-L2,4-S5	F3	Ruf. Use rnwys. Lgts on req thru Macon radio.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd; p-line NE. Do not ind SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SSE Strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd; p-line NW. Soft, slick wet. No sto.
" Parkaire	P	7.7 E	1100	2	22-(S5)-U	F3	
Milledgeville	P	1.5 NW;RR SW	360	2	25-S1	F1	NW blkd; p-line E, SE. Slick when wet. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E;RR S	300	2	35		W blkd.
Moultrie	L	7 S;RR E,W	287	3	h43		Ctn-cultivation. Dirt adj rnwys. Use rnwys. P-lines NNW, ESE, WNW.
(P) " SPENCE	P	5 SE;hwy W	292	4	h50-BL4-W		AF basic contr. school-student trng 25 mi radius. Lmtd svce. Facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	P	3.7 SE;hwy W	970	2	23-B		Caution-lgt acft. Ruf, rolling. W blkd.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
Rossville	L	0.6 W;rd S	660	1	17		CLOSED. Rgt tfc S. Ruf.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	10	2	35-L4-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	4	h84-BL4,6-S5-W	F4	Use rnwys. Rnwy 14-32 clsd.
Smithville, North Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W Strip clsd-p-line W end.
(PC)S. Newport, Harris Neck	L	8 E;riv N	22	3	h53		Use rnwys. Stock on fld.
(PC)Statesboro	L	3.8 NE;hwy W	180	3	h43		S blkd; twr W. Use rnwys.
Stockbridge, Bellah	P	4 ENE;dam SE	750	aw	21-S1		Cattle on fld. Rolling.
(PC)Swainsboro, Lindsey	L	2.3 S;RR W	300	1	30		INACTIVE. E blkd. Cattle on fld. Deep gully W end. Lgt acft only. Rolling.
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	P	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " Rose City	P	1 SW;hwy S	250	2	42	F3	WNW blkd.
Thomson	L	5.3 N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL-S3	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, LeTourneau	P	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd; p-line SSW. UNICOM on req. Equip on fld.
(P)VALDOSTA	P	3.7 S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys. NW blkd.
(PC)Vidalia	P	3.2 SE;RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19-S1	F1	P-line NNE. Rolling.
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				GEORGIA			
(PC)WAYCROSS-Ware County	P	3.5 NW;RR 15 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE;RR S	943	3	h46-B		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
		NEW AIRPORTS (or airports out of alphabetical alignment)					
Wadley, Foster	L	3 E	250	1	30		
				IDAHO			
Aberdeen	L	2.7 SW;canal E	4460	2	26		Soft when wet.
" Vanderford	L	3.3 NW;canal E	4440	2	24		Ctn-ditches, weeds, rolling. Soft - wet.
American Falls	L	2 NE;RR NW	4404	1	38		Ctn-weeds, Ridge of dirt SE edge.
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2 SW;hwy NNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1 WNW;riv NE	5300	2	50		Soft when wet.
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle-fld. Soft-wet.
Ashton, Anderson	L	5.8 ESE;riv N	5520	1	22		Ruf. Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle-fld. Soft-wet.
" Cox's Well	L	26.6 SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle-fld. Soft-wet.
" Midway	L	0.7 N;hwy SW	5000	2	h21		500' extension NE/SW Strip ruf.
Bancroft	L	1.2 E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	195 W of Forney	3710	1	19		CLSD WINT. Land to N; take-off S.
Big Creek USFS	L	0.2 NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take-off NNE. Fence SSW. Skis Winters.
Big Springs USFS	L	1.1 WNW;RR SE	6350	2	27		Skis winter. Soft when wet.
(PC)Blackfoot	P	1.5 N;riv NW	4488	1	h30-*L1-S5	F2	No storage.
Boise	P	1.8 WNW;riv W	2660	1	26-S5	F3	Stay N of riv. Rgt tfc NNW. Use strip.
(NC) " AIR TERMINAL	P	4.5 SSW;RR 2 W	2858	4	h80-BL4&6-S5-W	F4	Non-rdo equipd acft use Rnwys 28R, 10L only when tfc NW or SE, making left pat. on Rnwy 10L. Rgt tfc Rnwy 28R.
" Bradley	P	3.3 WNW;riv NE	2637	1	30-L1-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5 NW;riv 15 S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Major	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. No storage. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9 NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5 NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis Wint. S end wet.
(PC)Buhl	P	1.8 W;hwy N	3660	1	26-S1	F2	
(P)BURLEY	P	1.3 ENE;riv NE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, sign SW.
Calder	L	0.3 SSE;riv N	2190	1	12		DANGER-SHORT FLD. CLSD WINTER. Cattle on fld.
(PC)Caldwell	P	1.3 W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5 NW, Stanley	6635	3	40		Open June-November. ESE blkd.
(PC)Carey, Coats	L	0.2 W;riv SW	4790	1	25-*L	(F1)	
Cascade	L	2 SE;riv NW	4720	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	P	36 ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
Centerville	L	0.9 NNE;crk E	4000	1	15		Ctn-2' gully across strip approx 700' from SW end. CLOSED WINTER.
(PC)Challis	L	1.2 NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W Strip unusable.
(P)COEUR D'ALENE, Air Terminal	P	6.3 NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE Big Crk	6705	1	18		EMERG ONLY. Skis winter. Danger ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5 NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4 NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5 N; canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5 S;bet rd, crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9 NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.6 SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye. Rolling. Closed winters.
Elk City	L	0.3 SSW	4040	1	14		Open August only. Ruf. Soft when wet.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		P-line S. Skis Nov to April. Ngt lndgs S. Soft when wet.
Elk River	L	0.4 NE;RR S	2850	1	26-*L1		Use strip. Soft when wet.
(PC)Emmett	L	2.6 SW RR NW	2359	1	24		Use triangular portion in N/S winds.
Fairfield, Camas County	L	0.4 S;RR, hwy N	5057	1	31-S1	F2	W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW, Challis	4750	1	17		Land to SE; take-off to NW. SE blkd.

F-fuel octane. ➤New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

[12-28-54]

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
← Fish Lake USFS	L	365 ESE Pierce	5800	1	29		Closed until June, 1955.
Garden Valley	L	1.3 W;riv SW	3000	1	23		
(PC)Glenns Ferry	L	1.3 WSW;riv S	2536	1	32		CLOSED-ditch across strip.
(P)Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F4	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter, weeds.Cattle-fld.Soft off gravel when wet.
Grandview	L	0.7 ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)Hailey, Friedman	P	1.1 SSE;RR NE	5315	1	52-S1	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds.Soft off gravel when wet.
Hill City, Tracy	L	1.7 SW;hwy N	5056	1	33		W blkd.Caution-wet.
Homedale, Douglas	L	5.1 NW;riv NE	2300	1	14		Ctn-brush on strip.Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint.Dangerous.NE blkd.Land from SW;take-off to SW.
Horse Heaven	L	9.5 SE Belmont	3050	1	24		Ctn-restricted apchs.Cattle on fld.
Idaho City	L	0.5 SW;hwy SE	3950	1	42		CLOSED WINTERS. SW end soft.Ridge NE.Take-off to SW.
(P)IDAHO FALLS	P	2 NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Open May-November.
Indian Creek, USFS	L	15 SE Stibnite	4662	1	23		Use rnwys.Soft when wet.
Island Park, Last Chance	L	4.4 WSW;riv W	6160	1	30		Land NE:take-off SW.Holes SW end. Poor approaches.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28		S 500' usable only when dry.Soft-wet.
Kalispell Bay USFS	L	4 S Nordam Rd	2800	1	37		CLOSED.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28		CLOSED WINTER.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-BL2-S5	F2	Ruf.Rgt tfc SE.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		Field lights unreliable. Hill NW. EMERG ONLY.Cattle on field.Soft when wet.Ruf.
(PC)Kooskia	L	0.7 S;riv W	1265	1	19		P-line E.Hill NNW.
Krassel USFS	L	11 W Yellowpine	3852	1	13		CLOSED.DANGEROUS.
Lake, Flying R	SEE: HENRYS LAKE, FLYING R (under new airports)						
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov.SE blkd;hill SSW.
Leadore	L	0.5 S;hwy NE	5990	2	41		S end NNE/SSW strip soft. Use strips.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	DANGEROUS-Rocks.P-line NW.
(PC)Mackay	L	0.8 SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5 ESE Belmont;bet Crks	2990	1	28		Open June-October.
Mahoney Creek USFS	L	23 ESE Stibnite	4505	1	20		Open May-October.Skis winter. Land SW;take-off NE.
Malad City	P	2.6 WSW;hwy SE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE,SE.Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S Strip ruf.Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY.Cattle on field. Ruf. Soft when wet.
May	L	0.5 ENE;riv SW	5110	1	47		Mtn SE.Soft when wet.SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct, avail in town.
Melba	L	5.8 WNW;riv SW	2775	1	h21		INACTIVE-DANGEROUS.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet.P-line E.
Montpelier	L	0.6 NNE;hwy S	5975	1	26-(S5)	(F2)	No storage.Hills S.Tk-off N.Soft-wet.
Moose Creek USFS	L	26.5 NNE Red Riv Hot Springs	2400	1	23 way apch watch for tfc		EMERG ONLY.Exper flyers only.One-Open Apr-Nov.NE,SW blkd;p-line NNE.Cattle-fld.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint.Soft-wet.Prior permission rqrd.
Mountain Home	L	1.8 W;RR NE	3161	1	38		4800'x2500' aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5 E;hwy NW	2535	3	28-S1	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5 N;hwys SE	3865	1	26		Soft unusable-wet.Hills NW,SE.Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet.P-line SSE.
(PC)Orofino	P	1.3 NW;riv NE	1003	1	27-S5	F3	Use ctn.Ridge WNW.ESE.Rgt tfc Indg SE. Ruf.
Paris, Bear Lake County	L	3.3 ENE;rd S	5928	2	h57-B		Caution-fowl on field.
Parma	L	0.6 SSE;RR NW	2225	1	26		P-line NW.Rgt tfc to S.
Patterson, Ima Mines	L	0.8 S;hwy E	6000	2	34		Mtn NNW.Use ENE/WSW strip only. when strong westerly winds.Loose rocks
Payette	P	2 NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
Pingree, Leach	L	3.2 E;riv E	4500	1	15		Cattle on field.
(P)POCATELLO, Phillips	P	8.1 WNW	4448	3	h63-BL4,6-S5-W	F4	Ctc Pocatello twr for take-off and lndgs.
(PC)Preston	P	1.5 NW;riv W	4726	2	33-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW.Soft-wet.Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5900	2	26		Use N/S Strip when wind permits.Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
(PC)Rigby	L	1.7 S;hwy NW	4839	1	25		Survey stakes along edges rnwy.not hazard marked.
Riggins	L	0.3 NE;riv WNW	1800	1	25		NNE blkd:mtn SSW.Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19 N E Big Crk	5000	1	19		Open Apr-Nov 15.Ruf.Skis winter. Take-off N,Canyon to S.Soft-wet.
Rupert, Brockie	L	9 ENE;riv S	4200	1	21		Ctn-not maintd.Soft when wet.Ruf.
St. Anthony	P	1.1 SSE RR NW	4966	1	39-S1	F2	Soft when wet.
" Kubal	L	4 SSE,riv S	5015	1	16		DANGEROUS.Rolling.
(PC)St. Maries	L	1.2 NW;riv S	2127	1	21		Rgt tfc SE.Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE,SE,W.Clsd Dec-May.Soft off gravel-wet.
" -River	P	1.2 S;hwy E	3980	1	25		Mtns NE,SE,W.Clsd Dec-May.Soft off gravel-wet.
(PC)Sandpoint	P	1.5 NNW;RR W	2126	1	h32-S1	F2	Soft off pavement when wet.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters.Ridges each end.Exper flyers only.One way apch.Cattle-fld. Watch for tfc.
Shoshone, Andrew	L	2.5 E;hwy N	4000	1	24		Soft when wet.
" Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD.Rolling.Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY.P-line NE.Rolling.
(PC)Soda Springs	L	1.3 SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch.Soft off gravel when wet.ENE/WSW Strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED.ENE,WSW blkd.Ruf.
Spirit Lake	L	0.7 W;RR NE	2500	1	22		Hills NW,SE.Ctn-debris;rd crosses strip.Cattle-fld.
Springfield, Wilcox	L	9.3 NNW	4700	1	20		EMERG ONLY.Cattle on fld. Soft when wet. Ruf.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only.Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		CLOSED.Lnd SW;tk-off NE.NW blkd. Mtn NE,SW.Soft-wet.SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY.Ruf.Tower SW.
Sulohur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet.When wind permits Lnd upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10 WSW;riv SW	5500	1	32		P-line SE.Cattle on fld.Soft when wet.
Triangle	L	0.8 WNW	4500	1	26		
Troy, Rouch	L	2.3 SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F4	100 oct, avail in emerg.or prior req.
Victor	L	0.8 SE;crk SW	6240	1	31		INACTIVE.Use ctn-not maintd.SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW.Canyon SE.Skis winter.
(PC)Weiser	P	2.8 S;riv W	2120	2	34-S2	F2	Soft when wet.
Wilder	L	0.8 NE;hwy W	2550	1	19		P-line NNW.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter.Ridge S,W.Cattle-fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct.Skis wint.Tk-off SW.Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Henrys Lake, Flying R	L	2.8 SE,hwy E,SE	6630	1	30		Downdrafts when E winds. Mtn ENE. Cattle on field.
ILLINOIS							
Alexander, Negus	L	2.8 WNW;RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E;hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW;hwy E	750	2	22-*L-S3	F2	No storage,E blkd.
(N)Arlington Heights, Arlington	P	2 SSW					ABANDONED.
Aurora	P	2.7 NNW;RR E	701	2	30-S3-U	F3	N,S,W blkd:p-line E.Soft when wet.
Beardstown, Hood	L	2.1 SE;hwy E	440	1	18-(S3)	(F2)	
Bensonville, Sky Haven	P	1.5 SE;RR W	650	4	23-*L-S5	F3	S blkd.Use strips.
← Benton	L	1.5 NW	445	2	26	(F2)	Unattended.
(PC)BLOOMINGTON	P	3.3 E;hwy N	877	2	h37-*L4-S5	F2	Use rnwy when wet.
Blue Island, Chicago Howell	SEE: Chicago-Howell Arpt.						
Blue Mount, McCoy	P	5 W	615	2	19-*L4-S1	F2	
← Bradford	P	4.2 NE;RRW	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd.Soft when wet.
(PC) CAIRO	P	4.5 NNW;RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5 NNW;RR E	700	2	26-*L-S5	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	408	3	h36-BL4-S5-W-U	F3	5100' strip avail.
Carlinville	L	1.4 E;hwy S	622	1	23-S1	F2	
Carmi	L	1.1 NE;RR S	390	1	28	(F2)	N,S blkd.
Casey	P	0.8 NW;rd N	645	2	23-*L-S5	F2	Rgt tfc S,W over town.
Centralia	L	1.5 ESE;rd N	520	2	26		N blkd.Soft when wet.
Champaign	P	2 NNW;hwy SW	753	3	28-*L-S5	F3	Turf usable by permission.
(PC) " UNIV. OF ILLINOIS	P	5.5 SSW;RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Charleston	P	1.3 SW;RR 1 NW	690	2	26-*L-S5	F2	N blkd.Rgt tfc E.S.Soft when wet. Rolling.
Chatsworth	L	1 S bet hwy,RR	742	2	26		Closed. N,E blkd.
Cherry Valley, Franklyn	P	1 E	750	3	33-*L-S5	F3	NE,S blkd;p-line N.
Chicago, Elmhurst	P	17 WNW;hwy S	707	4	32-*L4-S5	F3	E.SW blkd:antenna S.Rgt tfc S.SW apch.Use strips.
" -Hammond	P	24.6 SSE of Loop	660	4	53-B*L2-S5-U	F4	NW blkd.
" Hinsdale	P	18.2 WSW	710	2	26-S5	F2	P-line S.Use strips.Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-*L3-S5	F3	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL23A67-S5-W	F4	2-way rdo rqrd.
" Stinson	P	13.1 WSW;quarry S	644	3	24-S5	F2	Banks SE,S.Soft-wet.Use strips.
(PC) " Meigs	P	1 E	590	1	h28-BL4-S5-W	F4	Sunrise to 2200.Rgt tfc N.FEE.2-way rdo rqrd.
(AF,NG) " O'Hare-Chicago Intnl	P	16 NW;riv 2 E	657	4	h73-BL4,6-S5	F4	Rdo rcvr rqrd. Overrun lgts. lgts.
" Pal-Waukee	P	21 NW;RR W	642	4	h36-B*L-S5-U	F4	No 91 Octane
Chicago Heights Governor's	P	5 WSW;hwy E	750	2	30-*L-S5	F3	E blkd,Rolling.
Clinton	L	4.8 NE;crk N	720	2	15		
Compton, Bresson	P	5 N;hwy E,S	800	1	26-*L-S3-U	F2	S blkd.No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S;hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5 SW;hwy E	650	2	18-*L4		
Danville	P	2.4 SSW;hwy W					ABANDONED.
" Vermilion	P	4 E;hwy S,RR N	650	1			CLOSED.
(PC) " VERMILION COUNTY	P	4.8 NNE;RR E	687	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC) DECATUR	P	4 E;RR S	679	3	h53-BL4-S1-U	F3	
" -Aviation Company	L	4 NW	678	1	25		P-lines S,W,SW.Rolling. p-line SE. Rolling.
DeKalb	P	1.8 E	900	1	h30-B*L-S5-U	F3	
Des Plaines, Ravenswood	P	2.5 SW;RR N	650	4	18-S5	F3	S blkd, Rgt tfc S, SE, W, SW. mrkd
Dixon	P	1.9 ESE;RR S	786	1	h28-S5-U	F2	Code bcn.
East St. Louis, Lakeside	P	7 NNE;lk W	420	3	32-S5	F1	Soft when wet.Rgt tfc take-off N,NW,E.
" Parks	L	4.2 SW;RR SE	410	2	26-*L2-U		Rgt tfc take-off E,S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3,6 S;RR W	585	2	30-S1	F2	S blkd,Road crosses E/W Strip.
Elgin	P	2.3 N;riv E	770	3	h24-B-(S5)	(F2)	Rgt tfc rnwy 18. Rolling.
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Flora	L	0.8 SW;RR N					ABANDONED
Freeport, Albertus	P	3.5 SE;RR S	840	3	h23-*L1-S5	F3	S blkd.
" Hillcrest	P	4 ENE;riv 1 S					ABANDONED.
Galesburg	P	1.7 NW;hwy E	788	2	h27-B*L2,4-S5	F3	P-line E.Rgt tfc take-off SE.
" Munson	L	5 SW;RR N	780	2	21		N,E blkd.
Gillespie	L	1 W;RR S					ABANDONED
Gilman	P	1.2 NNE;RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6 NE;RR E, W	499	1	26		Unattended.
Glenview, Pal-Waukee	SEE: Chicago, Pal-Waukee Arpt.						
Graymont, Carroll	P	1.5 E;RR N	650	2	26		CLOSED.-Unattended.
(PC) Harrisburg-Raleigh	P	5.2 N;hwy E	396	2	27-*L-S5-U	F1	1800' paved rnwy available-use when wet.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3 WSW;hwy E	815	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E;hwy N	510	1	28	F2	
Highland-Winet	P	3.6 NE;hwy SE	535	3	26-*L1-S5	F2	P-line S.
Hillsboro	L	1 NE;lk E	625	1	24		N,S blkd.
Hinsdale, Chicago Hinsdale	SEE: Chicago-Hinsdale Arpt.						
Jacksonville		3.9 S;hwy E					ABANDONED.
(PC) " Mun	P	2.7 N;hwy E	623	3	32-BL4-S5-U	F2	
Johnsburg	L	0.4 SSW;riv S	740	1	19		Rgt tfc.Antenna NE.
(P) Joliet	P	5 W;rivW	580	2	h30-BL3-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S;hwy W	640	1	25-(S3)	(F2)	P-line W.Soft when wet.
Kankakee	C	3.2 WSW;RR 1.5 E	625	2	26-S5-U	F3	Ditch N, S blkd.Use strips.
Kewanee	P	3 S;hwy W	825	1	23-S5	F2	
Lapon, Marshall County	P	1.2 E;hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
LaGrange, Chicago-Stinson	SEE: Chicago-Stinson Arpt.						
LaSalle, Vogel	L	6.5 NNW;RR E	664	2	20-S5	F3	P-line W.
(PC) Lawrenceville	P	4.5 NE;lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5 SE;RR N	437	1	22-S1	F2	S blkd;p-line N.Soft-wet.
(N) Libertyville	L	4.4 S	706	4	h29		Close d to all aircraft.
Lincoln	P	1.8 W;hwy N	591	2	31-S5	F2	P-line N.
(PC) " Logan County	P	2 ENE;hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC) Litchfield	P	1.4 SW;hwy E	690	2	h23-B-S5	F2	Shoulders soft.Ctn-when using the E/W Rnwy.
Lockport, Lewis-Lockport	P	2.2 WNW;canal E	664	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8 NNW;RR S	740	3	28-S5	F2	P-lines S,SW.
" York Township	P	2 SSW;riv W	726	2	20-S5	F2	Use strips.
Macomb	P	2.4 E;hwy E	695	2	26		N,E blkd.
Marion Air Park	L	1.8 ESE;RR S	430	3	27-*L-S5	F2	Unattended.
(PC) Marion-Herrin, Williamson County	P	4.6 WNW;hwy W	472	3	h38-S5-U	F3	
(PC) Mattoon, Coles Co., Mem'l.	P	5 E;RR 1 N	720	3	h37-BL4-S5-U	F3	
Mendota, Fitzgerald	L	1.5 NW;RR NE	600	1	24-*L4-S3	F2	
Metropolis	P	2 NW;hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7 NNW;hwy E	650	2	28-*L1-S5	F3	E blkd.
Moline, Miller	L	2.5 E;RR N	575	1	23-S1	F2	S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
(P) MOLINE, Quad-City	P	4 S;hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Land, take-off to E with winds 5 mph or less. Use rnwys.
Momence	P	3.5 WSW;riv N	645	2	25-S5	F2	NE,SW,NW blkd.
Monmouth	P	1.5 NNE;RR W	770	2	31-S5	F2	S blkd;p-line E.
Morris	P	4.5 N;hwy W	590	2	23-*L4-S1	F3	
(PC) Mt. Carmel	P	13.7 NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W;RR S	424	1	22-S1	F2	N blkd.Soft when wet.
(PC) Mt. Vernon	P	2.5 ENE;RR S	465	3	h22-L4-S5-U	F3	3800' strip available.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2 WNW;RR S	800	1	23	F2	P-lines N,S.
Northbrook, Sky Harbor	P	1.6 NW;RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before landing.Rstd to acft under 12,000 lbs.Use strips.
Oaklawn, Harlem	P	2.2 WNW;RR W	619	8	34-S5	F2	Closed to aircraft over 2000 lbs. SW blkd.
Olney, Ulrich	P	1.8 ESE;RR S	537	2	30-S1	F1	S blkd.
Ottawa	P	1NNW;rd N	615	3	29-S5	F3	N,NE,S blkd,Rgt tfc S.
Palestine, Crawford County	L	1 N;RR S	450	1	26		W blkd.
Pana	L	2 E;RRs N	670	2	23		N,S blkd.
Pecatonica	P	1 N;hwy E	750	1	24		Closed, S blkd.
Pekin	P	5 S;RR E	505	3	34-*L-S5-U	F3	E blkd;p-line W.
(NG) PEORIA, Greater Peoria	P	4.8 WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Le Tourneau	L	1.8 NE;riv E	445	1	29-*L4		Use field for business only.
" Mt. Hawley	P	6.4 N;RR SW	800	3	30-L4-S5	F3	NE,SE,S,SW blkd.
Plymouth	L	2 W;rd S	650	1	20-(S3)	(F2)	S blkd.Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	21-L2-S5-U	F2	P-line S.
Pontiac, Chief City	P	1.5 WNW;hwy SW	632	1	27-*L-S1-U	F2	NE blkd.Soft when wet.
Princeton, Piper	P	1.5 E;hwy N	625	2	24-*L-S5	F2	N,S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E;hwy S	769	3	h54-BL3,4-S3-W	F4	
" Doc's	P	4.2 W;hwy S	480	1	28-S5	F2	P-line SE,NW.Use strips.
Roanoke, Fash	P	4.2 W;hwy N,E					ABANDONED.
Robinson	P	5.3 E;hwy S	500	2	35	F2	E/W Rnwy closed.S blkd.Ruf.
Rochelle	P	2 S;hwy E	780	1	22-S5	F2	P-line E.
Rock Falls	P	3 S;hwy W	645	4	25-*L4-S5-U	F2	P-lines W,SW,NW.
Rockford, Cottonwood	L	3 NW;rd S	745	1	26		CLOSED.Rgt tfc S.
(P) " GREATER ROCKFORD	P	4.9 S;hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE;riv NW	732	3	30-*L2-S5-U	F2	NE blkd;p-lines E,SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Leckrone	P	1.9 NW;lk NW	570	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4 WSW;RR N	670	2	20-*L-S5-U	F3	P-line N. Soft when wet.
Savanna, Stransdale	P	4 SE;hwy W	610	3	28-*L1-S5	F2	NW/SE Strip clsd-const.P-line W.
Serena	P	2.8 N elevator SE	640	1	21-L4-S3-U	F3	P-line NNE.Soft when wet.
Shelbyville, Shelby County	L	2.5 W;RR S	618	2	28-S2	F2	NE,SE,SW,NW blkd.
Sheldon, Disoway	P	5.4 SSW;RR W	688	2	26-*L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S;RR E	772	4	33-S5	F1	Use strips.
(AF,NG) SPRINGFIELD, Capital	P	3.2 NNW;hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.Fence apch end Rnwy 4,22.
" Southwest	P	3.5 SW;RR N,S	606	2	24-(S5)	(F2)	Use strips.
Steger, Will County	L	0.5 S;RR W	740	3	15		W blkd;p-line N.Soft when wet.Rgt tfc strips 9,36.
Stockton	L	1.9 SSE hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE;RR N	650	2	23-S5	F3	
Sycamore	P	1.4 ESE;RR N	840	4	26-S5	F2	Rgt tfc NW tk-off.P-line N,NE,E,SE.
Taylorville	P	1.8 WSW;RR SE	612	1	h22-S5	F2	2600' avail. Soft shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Urbana, Illini	P	2 NNE;hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE;hwy NW	460	1	34	F2	Rgt tfc take-off W.CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S3	F2	
Virden	P	1 WSW;RR E,S,W	640	1	22-S3	F2	P-line N.
Warren, Evergreen	L	1.7 S;hwy W	1000	1	26		W blkd.
Waukegan	P	1.5 NW;RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-*L-S5-U	F3	Landing fee multi-engine aircraft.
(PC) West Chicago, DuPage Co.	P	3 NW;RR S	760	4	h32-BL4-S5	F3	
West Frankfort	L	0.8 WNW;RR W	400	2	18		INACTIVE.Soft when wet.
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B*L-S5	F3	
Williamson, W.L.S.	L	0.8 E;hwy E	600	1	26		N blkd.
Wood Dale, Moody-Wooddale	L	1.3 NNE;rd adj N	698	4	27		Closed wk-ends.Acft over 3,500 lbs prohibited.
Woodstock	P	1 NE;hwy SE	910	2	22-S1	F2	E blkd;p-line S.Caution-wet.Use strips.Equip on fld intermittently.Rgt tfc W.
Wyoming	L	1.4 S;hwy E	720	1	21		E blkd.Use strip.
NEW AIRPORTS (or airports out of alphabetical alignment).							
Forrest, Honegger	L	3 S;RR E	710	1	23		
Tuscola	P	2 SW	650	1	23-S5	F2	

F-fuel octane; ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Anderson	P	3.5 SE;hwy N	910	3	32-*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	P-line NE.
(PC)Angola, Tri-State	P	4.2 W;hwy S	984	3	32-B-S5	F1	SE,SW blkd.
(PC)Annapolis, Port-O'-The Woods	L	2.2 NNW;hwy 1 E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	27-B*L1-S3	F3	P-lines NNE,SE.
(PC)Bedford	P	3.5 SE;hwy E	728	3	h31-S1	F1	Use Rnwy,Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-B*L4-S1-U	F3	Use strips,rnwys.
" Veteran's		2.5 W;RR N					ABANDONED, eng rprs only.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-S3	F2	E blkd,Bcn on req after 2400. Minor
" -Wells County	P	2.8 WSW;RR S	820	1	32-S5	F2	SW blkd;p-line NE.Maj,Min Eng rprs only.
Brownsburg	L	1.5 SSE;RR S	875	2	26-(S1)	(F1)	P-line S.Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F3	E,NE,SE blkd;p-line SW.Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays,Ruf.
(PC)CONNERSVILLE, Mettel	P	2.8 NNE;canal W	950	3	h25-S3-W	F1	
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	P	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE,E.
Culver	L	2 E;lk W	815	2	23		Rolling.Use strips.
Decatur, Hi-Way	P	1 SW;hwy E	775	1	22-(S3)	(F1)	Atnd eve. and suns.No sto.E blkd.Use strip
DeMotte, Cheever	P	2.2 SSE;hwy E	676	2	29-S1	F1	N,S,WNW blkd;p-line ESE,Ruf.
Dyer, Triangle	P	1.5 NE;RR E	630	4	25-*L1-S5	F2	S blkd.Use strips.
Elkhart	P	2.7 NNW;hwy 1 E	752	2	36-*L4-S5-U	F2	N blkd.
" East Side	P	2.5 E;riv N	750	3	30-*L3,4-S1-U	F1	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2S;hwy NW	866	2	23-*L4-S5	F2	P-line W.
(P)EVANSVILLE,Dress Meml.	P	4.5 NNE;RR W,E	389	3	h60-BL4-S5-W	F4	P-line E.Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S.No storage.
(NC)FORT WAYNE, Baer	P	7.5 SSW;RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	4	h33-B*L2-S5-W-U	F3	
Franklin	P	4 S;hwy 2 E	745	3	24-*L1-S5	F1	Ctn-low fence W side of N/S Strip at N end. Use strips.
French Lick	P	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	590	2	h46-*L4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S,SW.
" Midway	L	4.9 NW;riv NE	780	2	24-*L3,4-S5	F1	SSE blkd;p-line W.
Greencastle	P	2.5 ESE;RR 1 N	822	3	20-S5	F1	P-line S.
Greenfield, Pope	P	1.9 ENE;RR S					ABANDONED.
Greensburg	P	2.1 WSW;RR N	915	2	23-S5	F1	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-*L4-S5	F1	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1 S	659	2	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3 S;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S3	F2	P-lines SW,NW;gully S.
(P)INDIANAPOLIS	P	8 SW;RR N	796	4	h51-BL4-7-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13,18,22,27. Rnwy 4 open jet acft.
Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd,Ruf.
Jasonville	L	0.5 NE;hwy E,S	600	2	23-S1	F1	Rolling.Use strips.
Jeffersonville, Hap's	L	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-S3	F1	P-line SE,SW.No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE,SE,NW.
KOKOMO	P	4.7 NE;rd N	827	4	h40-*L4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
La Fayette, Aretz	P	3 NE bet RR,hwy	614	2	30-S5	F1	P-line WNW.Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	40-*L4-S5	F3	P-line WNW.Use strips.
Lake Village	P	1 NW;hwy S	650	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5 SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S,SW,SE,NW.
Lebanon	P	1 S	958	2	17-S1	F1	Knoll NW end NW/SE Strip.Use strips.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE.N blkd. Use strip.
Lowell, Bailey	P	4.8 SW	690	2	22-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	L	3.8 SSW;hwy E	850	3	24		
" West Side	P	2.5 NW;hwy S	851	2	27-*L4-S5	F3	
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N.Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E;hwy jct SW	650	2	24-*L4-S5-U.	F3	Tower N;P-line S,E.
(PC) " Mun.	L	2.5 S;hwy N,W	668	1	29	F1	
Mishawaka, Sportsman	P	3.7 NE;riv S	760	3	26-S5	F1	NE,E,SE,S,SW,W blkd.
Monticello	P	5 SSW					ABANDONED.
" Congram	P	1 ENE;riv W	650	1	20-S1	F1	E blkd.
Mt. Vernon	L	1E;bet hwy,riv	390	2	26-(S1)	(F3)	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S,SE blkd;tank SW.Eng rprs only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available.
New Carlisle, Gordon	L	2.8 ESE;hwy 1 N	736	2	16		Use strips,Ruf.
New Castle	P	1.8 ENE;hwy N	1080	3	29-S5	F3	N,NE blkd,Rgt tfc W.Use strips.
" -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N,S,SW blkd;wires NE.
(PC)N.Vernon, St. Anne	L	2.3 NNE;RR W	750	2	h45		
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S3	F3	
(AF) " Bunker Hill	L	7.5 SSW;hwy E	798	4	h50		CLOSED civil operations.
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E,W blkd,Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-*L1-S5	F2	S blkd.Use strips.
" Steed	P	1.5 NW;hwys NE	926	3	26-*L4-S5	F2	N,NE blkd.Use strips.
Princeton	P	0.8 E;RR NE	502	3	20-S1	F1	Use strips,Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-*L-S5	F2	Hill E.
Rising Sun	L	0.5 N	530	3	22-S1	F2	Rolling.
Rochester	P	1.5 E bet RR,hwy	787	4	25-S5	F3	N,NE,SE,S,NW blkd.Use rnwys.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E,S blkd.
Salem, Boss-Denien	L	3 WNW;hwy S	876	1	24		SSW blkd.
Scottsburg, Air Harbor	P	1.5 W;hwy N					ABANDONED.
Selma, Huffman	L	0.8 SE;RR N	1014	1	19		SE blkd;p-line NW.Rolling.Use strip.
" Reese	P	3.5 SW;riv 1 W	991	4	20-S5	F1	E blkd.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	P	2.7 E;hwy NE	630	3	18-S5	F1	NE,E blkd;p-line N.Use strips.
Shelbyville, Suco	P	0.7 SE;RR E,NE	793	4	21-*L4-S5	F3	P-line N.Rgt tfc N,NW,NE,E.
Sheridan	P	2.1 N;rd W	940	3	23-S5	F3	SW,W,NW blkd.Use strips.
" Black Hawk	P	5.3 N;road E	925	2	18-S5	F1	P-line N.Use strips.
Shoals, Stiles	L	1.2 N;riv W	490	1	22		Hill S.
(P)SOUTH BEND,St.Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2300-0700 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail,bcn and tetrahedron not to be used to indicate suspension of VFR tfc.Sod areas clsd. Equip.on fld.Use rnwys P-lines NE,S.
Cadet	P	6.5 NE;RR 2 E	730	3	25-S1	F3	S blkd;p-line SE.
" Chain-O-Lakes	L	5.2 W;lk SW	765	4	24-U		P-line N,NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N,NE,SE.
(P) " HULMAN	P	5 ESE;hwy N	585	3	h53-BL4-S5-W	F4	Use rnwys. Fuel on req.after 2300.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B-S1	F2	
" Urschell	P	1.7 N;RR S	829	2	26-*L4-S5	F3	Use strips,P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	415	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-S1	F1	Rgt tfc S,W.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E,NE.Use rnwy,strips.
" Smith	L	4 N;RR E	839	2	27	(F3)	NE,SSW blkd.Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-*L1-S5	F2	P-line W.Use strips.
(P)WEST LAFAYETTE,Purdue University	P	1.5 SW	605	2	h35-B-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission.Use rnwys 3700' strip avail.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet.Atnd evenings and Suns. only.

NEW AIRPORTS (or airports out of alphabetical alignment).

Spurgeon, Enos	L	2 NNE;hwy W	485	1	27		
IOWA							
Albia Airway Implement Co.	L	1.8 S;RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-L4-S5	F1	P-line N.
(PC) " Squeeze	L	4.5 S;hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E;hwy S	840	1	24		Cattle on fld,P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W;hwy E	1153	3	33-*L-S1	F1	P-line N.
Audubon	P	1 SSE;RR,hwy W	1300	1	15-S1	F2	
Baxter	L	0.5 SE;hwy N	1000	1	22		Land at own risk.P-lines N,S.
Bellevue	L	3.1 N;RR W	652	2	9		DANGER-SHORT FLD.Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7 WNW;hwys S	850	1	19-(S3)	(F1)	Atnd week-ends.No storage.S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk.Rolling.P-line S.
(PC)Boone	P	2 ESE;hwy N	1143	2	26-BL4-S2	F2	Rgt tfc NE,NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S1-W	F4	Rgt tfc rnwys 12,18.
Callender, Peterson	L	1.2 WSW	1200	1	18		

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Carroll	P	4.2 ESE;RR N	1196	3	34-S3	F1	
(P)CEDAR RAPIDS	P	6.7 SSW;RR E	863	2	h54-BL4.6-S1	F4	
" Hunter	P	3 S;hwy E	732	4	27-*L4-S5-U	F2	
Centerville	P	3.5 SSW;RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N,E,W blkd, Land at own risk.
(PC)Chariton	L	2.5 W;hwy S	1050	1	24		P-line S.
" Turbots	L	2.3 NNE;hwy W					REPORTED ABANDONED.
(PC)Charles City	P	3.3 E;bet RR,hwy	1126	3	28-BL4-S5	F2	P-line N,S,SW,NW.
(PC)Cherokee	P	1 S;RR W	1212	3	33-*L1-S5	F2	P-lines NE,SE,Rgt tfc NW,N,NE.
(PC)Clarinda	P	1.3 SE;RR W	992	3	h21-BL4-S5	F1	Rgt tfc SW,SE. Ditches S,NNE.
" Schenck	P	0.8 SE	992	1	28-S3	F2	Rgt tfc N.
Clarion	P	1.4 NW;hwy S	1162	4	27-BL4-S3	F2	P-lines NE,NW. Use strips.
Clermont	L	0.8 S;hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)Clinton	P	7 WSW;hwy S	701	3	h37-BL4-S5-U	F3	
Columbus Junction	L	3.9 N;RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	950	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR,hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE;hwy S	974	4	37-S3	F1	SW blkd;p-line SE; tank S.
Creston	P	2.5 SW;RRN	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W;hwy W,N	1015	2	18-*L1-S3	F2	
(P)Davenport	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW;hwy N	1280	3	30-B*L3-S5	F2	Soft-wet,Land at own risk.
" Chamberlain	L	1.3 SE;riv N	1200	1	18		Soft when wet.
(NG)DES MOINES	P	4.5 SSW;hwy S	957	4	h75-BL4.6-S5-W	F4	
" Dodge	P	8 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
DeWitt	L	1.5 SE;RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd,Land at own risk.
(PC)DUBUQUE	P	7.5 SSW;hwy E	1075	2	h56-BL4-S5-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	900	1	22-(S1)	(F1)	Land at own risk, Rolling.
(PC)Eagle Grove	P	3.4 NNW;RR E	1131	2	26-*L1-S3	F2	
Elkader, Meyer	P	1.1 SE;RR E,S	915	2	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W;riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S;hwy E	1200	1	20-*L1		S blkd,S end rolling.
Emmetsburg	P	1.3 SW;RR N	1205	3	35-S3	F2	
(PC)Estherville	P	4.6 E;hwy S	1298	3	32-*L1-S5	F2	P-line SE,S,SW.
Farnhamville, Saucke	L	3 SW;hwy 1.3 N	1190	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling.
Floyd, Henry's	L	4 NE;riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC) FORT DODGE	P	3.5 N;hwy E	1160	2	h44-BL4.6	F2	Use Rnwy.
Fredericksburg, Arle's	L	0.7 S;RR W	1150	1	14		Rolling.
Garner, Wicks	P	1.8 NW;hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2 NE;riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW;hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 14 N	770	2	23-S1	F2	
Grennell		4.5 E;hwy S					(ABANDONED)
(PC)Guthrie Center	L	0.5 NW;riv E	1083	3	26-*L-(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N;riv E	610	1	26		
Hamburg, Hoover	L	2.2 W;RR 1 NE	906	1	20-(S1)	(F1)	N blkd,Soft when wet.
Hampton	L	2.7 NW;lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5 SSW;hwyE	1304	2	27-S3	F1	P-line S.
Hartley	L	1.2 SSE;RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd;p-lines S,SE;bins NE.Atnd week-ends.Caution-weeds.
Humboldt	L	1 N;RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1120	1	20		Use strip,Rolling.
Independence	L	4.1 W	990	3	26		P-line N,NW.
(PC)IOWA CITY	P	1.7 SW;riv E	661	3	h43-BL4-S5-W	F3	
" Indian Lookout	L	4.2 SW;hwy E					ABANDONED.
Iowa Falls	P	4.1 S;RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E;hwy N	1041	2	24-*L1-S5	F2	
(PC)KEOKUK	P	4.6 NW	671	2	h38-BL4-S5		
Lamoni, 10, MKC-MPS	P	3 WNW;RR E	1163	2	37-BL2-W		
LaPorte City, Clarks	L	2.4 NW;hwy 1 E	850	3	26		Land at own risk,Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1250	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-*L1-S5	F2	W,NW blkd;p-line SE.
Lenox	L	1.3 N;hwy W	1200	1	26		N blkd,Rolling,Use center of strips.
Leon	L	4.1 N;RR SE	1050	1	20		Rolling.
Malvern, Bass	L	5.5 SSE;RR E	988	1	16		Land at own risk.
Manchester	P	1 S;RR,hwy W	935	1	25-S1	F2	N,S strip perm clsd.
Manning	L	0.6 SW;RR W	1321	2	24		Tower NE.
(PC)Mapleton	P	0.5 NW;riv NW	1150	2	29-S5	F2	SE,SW blkd,Ruf.
Maquoketa	L	2.8 SSW;hwy E	720	1	20		Land at own risk.
Marshalltown,Niederhauser	P	4 N;hwy 1 E	990	2	26-BL4-S5	F2	W blkd;p-line N.
(P)MASON CITY	P	6.5 W;hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE;riv S	1215	1	22-S1	F2	Rolling,Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd,P-line S,Cattle on fld.
Melbourne	L	0.3 S;RR E	1000	1	24-*L-S1	F1	NE blkd,Use strip,Ctn-strip shortened to 1500' by fence at times.
Missouri Valley	P	1.5 S;bet RR,hwy	1000	1	25		S blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Moneta, Thorne	L	3 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19-S1	F2	
(PC)Muscatine	P	6 SW;hwy SE	546	2	42-BL4-S3	F2	
" Greiner	L	6 N;hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2 NW;hwy E,N	1000	2	26-(S1)	(F1)	E,NW blkd,W end E/W Strip ruf.
Nevada, Farm & Home	L	2 NW;RR 1 S	950	1	26		Rolling,P-line N.
" Nelson	P	1.7 W;hwy N	995	2	21-*L1-S5	F2	Rolling.
" Paul	L	3.5 NNW	1000	1	21		Use strip.
Newton	P	1.5 ENE;hwy S	950	3	24-*L1-S5	F2	P-line S.
" Flying Service	L	3 W;hwy S	960	1	22-S1	F1	SE blkd.
Nora Springs, Spotts	P	3.2 W;RR S	1170	2	26-*L-S1	F2	E blkd,Rolling.
Oakland, Kimberly	L	0.5 NW;riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3 W	1050	3	28-S5	F2	W blkd;p-line NW, Use strips.
Osage, Rex	L	1.7 NNW;RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N;RR,hwy E	1125	1	22		P-line N,Rolling.
Oskaloosa	P	2 SSE;RR NE	850	2	21-*L1-S5	F2	P-line NE,Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F3	
Pella	L	3.5 SE;RR NW	877	1	24		
(PC)Perry	P	3.5 WSW;hwy N	1014	2	23-*L1-S3	F2	
(PC)Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Randolph	L	1.7 NNE;RR W					ABANDONED.
(PC)Red Oak	P	1.5 W;hwy N	1044	3	28-L4-S5	F2	N end N/S Strip soft-wet,P-line N.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rock Rapids, McKisick	P	3 N;riv W	1301	2	23-*L1-S1	F2	Use E/W Strip when wet.
Rudd, Ehlebrachts	L	0.5 S;hwy N	1150	2	19		N,W blkd,Rolling,Use at own risk.
Sac City	P	3 SSE;riv W	1160	2	22-*L1-S5	F2	
Sheldon	L	5NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E;RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;rivNW	963	2	37-BL4-S5-U	F2	
Sibley	P	2 S;RR NW	1500	2	26-*L1-S3	F2	E,S,W blkd;p-line N.
Sigourney	P	3 S;riv N	692	2	24-S5	F2	S blkd,Soft when wet.
(AF,NG)SIOUX CITY	P	6.5 S;RR 1 NE	1097	3	h75-BL4.6-S1-W	F3	
" Rickenbacker	SEE: North Sioux City, S.Dak. Rickenbacker Fld.						
Spencer	P	2.9 WNW;RR 1 S	1335	3	40-*L4-S5	F2	P-line NE.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE;RR 1 SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S;hwy E	880	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW;riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2 E;hwy S	810	3	18		S blkd;p-line SE;culvert W.Use strips. Cattle on fld.
Villisca, Tyler	L	0.5 ENE;riv E	1055	1	22-*L		
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE;riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
(PC)WATERLOO	P	5 NW;riv 18	870	3	h54-BL4-S5-W	F4	
" Canfield	P	3 NW;hwy NE	800	4	28-S5	F2	P-lines N,NE, bldgs SE,W blkd.
Waverly, Evans	L	2.2 SSE;riv E					ABANDONED.
Webster City	P	3.3 SW;RR 2.3 N	1100	4	26-S5	F2	P-lines N,NE.
Wesley	L	1.5 E;RR N	1250	1	30		N,S,W blkd.
Winfield	L	3 E;RR S	700	1	13-(S1)	(F1)	E blkd,Land at own risk.
Winterset	L	4.5 W;hwy N	1170	1	21		
Woodward	L	3.2 NW;RR 25 S	1060	1	22		
NEW AIRPORTS (or airports out of alphabetical alignment)							
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd;p-line SE.
Milford, Fuller	L	0.7 NNW;hwy E	1440	2	36		S,W blkd;p-line E.
(PC)Waverly, Bantam	L	6 E	1000	1	26	(F1)	P-line N.
Grant Center, Maynard	L	2 E;RR E	1100	1	16	F1	
Fairfield Memorial	P	1 SE	780	2	26-S1	F1	P-line N.
KANSAS							
(PC)Abilene	P	1.7 WSW;RR N	1148	3	h21-*L4-S5	F1	NE blkd;p-line SE,Stripe ruf,Soft-wet.
Anthony, 24, AMA-MKC	L	2.7 WNW;hwy S	1359	2	45-BL4		ESE blkd,Caution-wet.
Arkansas City	P	3.5 S;hwy,RR W	1067	4	27-S5	F2	N,NE,S blkd;p-lines SE,SW.
" Strother Aux #1	L	7.5 NE;riv E	1050	1	26		Use strip.
" " Aux #2	L	6.6 W;hwy N	1237	2	h40		Use rnwys,Ruf.
Ashland	P	1.2 S;RR NW	1940	2	32-S5	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips.
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	E,W blkd;p-line S.
Baldwin, Bell	L	2.2 E;hwy S	1040	1	23		S blkd,Use caution apchg S.
Baxter Springs, Y & M	L	3.5 W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwy S	1520	3	24-S5	F1	P-line SW,Use strips.
(PC)Beloit	P	1.2 NW;RR S	1416	3	33-*L4-S5	F2	SW blkd,Erosion,Use strips.
Bern	L	0.6 S;RR N	1300	1	24	(F1)	P-line N,Ctn-gopher holes.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Bird City	L	0.5 S	3575	2	24-B	(F1)	P-line N.Caution-wet.Use strips.
Brewster, Hutton	L	1 SE;hwy N	3420	3	35		SE blkd;p-line SW.Low area S center of fld unusable.Ruf.Use strips.Caution elevator adj NW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd,Ditches N,W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N,W.Use strips.
Caldwell	L	1.2 E;hwy S	1140	2	22		SE blkd;p-line SW.Ruf.Use strips.
(P)CHANUTE	P	2 WSW;lk SE	1001	2	h42-B1,23-65-W	F3	E,SE blkd;p-lines S,NW.
(PC)Cimarron	L	1.8 N;hwy W	2720	3	29-(S1)	(F1)	Unattended.
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S,SE,SW,NW.Ctn-wet,Ruf.
" Dinsmore	L	6 WSW;RR N	1250	2	21		N,S blkd.Soft-wet,Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
Clifton, Iverson	L	2.8 W;RR N	1290	1	13	F1	Use strip.
Coffeyville	P	2.5 NW	880	3	h26-B1,4-S5	F2	NE,NW,SE blkd;p-line SW.Ruf.
(PC) " McGugin	P	5.3 NE;RR 15 W	759	4	h59-B*L4	F1	Use rnwys.
(PC)Colby	P	1.8 N;hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf. Use caution.
" Murray	L	0.8 N;hwy W	3125	1	22-S1	F1	P-line S.Ruf.Hazardous-erosion center of strip.Use strip.
Coldwater, Stark	L	0.7 NE;RR SE	2100	1	27		P-line NE.Use strip.Cattle on fld.
Collyer, Scherr	L	1.7 E;RR N	2567	4	25-(S1)		S,SE,SW blkd.Cattle on fld.
Columbus	L	1.2 SW;RR E	900	2	21-S1		NE blkd;hedge S. Soft when wet.
(PC)Concordia	P	1.7 S;hwy W	1492	3	36-S1	F2	Erosion edges of strips.Use strips.
" Blosser	L	1 S;hwy W	1510	1	18		P-line E. Caution-ruf.
(PC)Cottonwood Falls,Chase Co	L	0.5 SSW	1264	1	26		P-line N.
Council Grove	L	4.5 WNW;lk S,W	1380	2	20		
Dighton	L	1.2 WNW	2760	3	25		ENE blkd;p-line S,SE.
(P)DODGE CITY	P	3 ENE;RR SE	2594	4	h46-BL2,6,5-W-U	F4	Use rnwys.
" Ford County	L	6 WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W Rnwy.
" Wilroads Gardens	P	6.3 ESE;RR S	2440	1	22-S5	F2	Soft when wet.
Downs	L	0.4 SW;RR NW	1500	2	22		P-lines N,W.Use strips.Caution-holes N/S Strip.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE;hwy W	1400	4	25-L4-S5	F2	E,S blkd;P-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3500	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW;hwy,RRS	1790	2	26-S5	F2	Caution-Oil Well 58'E of N/S Strip. Use rnwys.
Ellsworth	L	1 N;hwy S	1611	2	24		
Elmo, Brewer		1.5 WSW;RR N					ABANDONED
(P)Emporia, 37, AMA-MKC	P	5.4 S;hwy E	1204	3	h21-BL4-S5-W	F3	4000'avail N6 strip.Use center of strips-
Eureka	L	2.7 E;hwy S	1100	1	26		S blkd. dry;paved rnwy-wet.
Fall River	L	3.9 NW;dam NNE	1035	1	20		S blkd.Rolling.
Florence, Clothier	L	5.8 SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5 SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3 NNW;hwy E	880	2	26		
Garden City	P	3.3 E;hwy S	2842	3	44-S5	F3	Use strips.Caution when wet.
(P) " NEW GARDEN CITY	P	6.5 ESE;RR SW	2895	4	h65-B*L4-S1-W	F3	Use rnwys.Only Rnwy 17-35 usable ngts.
(PC)Gardner	L	1.5 W;hwy SE	1070	2	39		
(PC)Garnett	L	1.6 E;hwy NW	995	3	28		Ruf, N blkd.Use strips.
Glasco, Hurley's	L	2.4 SE					Ctn-at all times.Intsxns ruf.SSW blkd.
(P)Goodland	P	2 NNE	3653	4	37-BL4-S5-W	F3	ABANDONED.
(PC)GREAT BEND	P	5 WSW;hwy SE	1891	3	h80-BL4-S5-U	F3	Use rnwys.
Greensburg	P	1 E;RR N	2230	3	28-L4-S1	F2	N,NNE blkd.Use strips.
(PC)Harper	L	1.3 WSW;hwys E	1429	3	22-(S1)	(F1)	P-line N.Ditches end of strips. Soft when wet. Use strips.
Hays	P	1.5 E;RR S	2020	AW	29-*L2-S1	F2	
(PC)Herington	L	8 ENE;RR 3 N	1485	3	h67		Closed civil aircraf., Rgt tfc NW.
(PC) " Soo	L	1.5 SE;hwy N	1450	1	24-(S5)	(F1)	P-line N. Use strip.
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf.Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC)Hillsboro	L	0.7 SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Hoisington	L	1.3 NE;hwy S					ABANDONED.
Holyrood	L	0.5 ESE;RR N	1820	1	17		P-line N.Shoulders ruf.
(PC)Horton	L	1.2 NNW;hwy E	1134	2	22	(F1)	
Hoxie	L	0.8 N;hwyS	2665	3	28		S blkd;p-lines NW,SW.
" Hedge	L	1.8 NW;hwy S,E	2660	2	19		Caution-erosion-ditch center E/W Strip.Ruf.
Hugoton, HAP	L	1.5 SW;hwy N	3107	4	26		N blkd;p-line NE;hill SW.Use strips.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4-S5-W	F4	S blkd;p-line SW.Use rnwys.
" Mills	L	4.4 S;RR W	1520	1	25-(S1)	(F1)	
(PC)Independence	P	6 SW;RR E	820	4	h55-BL4,S1	F4	Ruf.
" Arpt	L	5 N;hwy W	847	3	22		Caution-rolling.P-line SW.
(PC) " Montgomery County #1	L	9.5 NW;hwy W	918	1	35		Use with caution,Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution,Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-S5	F3	Soft when wet.Use strips.
(PC)Jetmore	L	7.2 S;hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW;hwy NW	3330	3	28-S5	F2	N, NE, S blkd.
(PC)Junction City	P	0.8 NW;hwy E	1104	3	36-B*L4-S5	F1	P-lines NE,SW.Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Kanorado, Winter	P	0.6 SE;RRN	3910	2	23-S1	F2	Ctn-140' elevator NW.Ruf.Use Strips.
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N,E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys.Caution-downdrafts. Use rnwys. P-line S.
Kingman	P	1.5 NNW;RR E	1600	4	27	F3	S,SW blkd.Use strips.
(PC)Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5 WNW;hwy S	1375	1	20		Cattle on fld.Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd;p-line S,Ruf.
LaCygne	L	0.7 S;riv NW	825	2	29	(F1)	HAZARDOUS, N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use Strip.
Larned	P	1.6 NNE;RR SE	2012	4	36-S5	F2	Use caution on N/S Strip;soft when wet
Lawrence	P	2.5 NNE;hwy S	832	3	32-*L2-S5	F3	P-line W.Use strips.Ruf.
(PC)Lenora	L	1.2 NNW;crk NE	2325	2	24	(F1)	Ruf.
Leoti		1.5 ESE;hwy N					ABANDONED
(PC)Liberal	P	2.5 WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5 NW;RR S	1412	2	27-*L4		NE,NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N;windmill S. Use strips.
Macksville, Smith	P	1.3 NNE;RR S	2000	2	26-S1	F1	S blkd.Use strips.Rolling.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F3	Use rnwy.strip.Ditch SE end of NW/SE rnwy.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd.Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	86-S3	F1	Windmill NE;dike W end E/W Strip. Use strips.
Marion	L	1.8 ESE;hwy N	1370	4	36		S end N/S and NW/SE Strips soft when wet.E,NE,S,NW blkd.p-line SE,SW.
(PC)Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE,NNW.
(PC) McPherson	P	1.5 SW;hwy adj	1493	2	h23-S5	F3	P-line N,E. Shoulders soft-wet.
Meade	L	1 W;RR,hwy N	2528	2	26-B*L4	F1	P-line N,Use strips,Caution when wet.
Medicine Lodge	L	21 SE; RR S	1520	3	34-(S1)	(F1)	Ctn-gopher holes, Ruf, Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters.N,S blkd.
Moline, Elk County	L	2.3 ENE;hwy SW	1050	3	31		SW blkd.Cattle on fld.
(PC)Neodesha	L	2.3 ENE,hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	2	23-S5	F1	E blkd.
Norton	P	0.7 NNW	2365	2	52-B*L4-S1	F2	Ruf,Use strips.
Oakley-Bertrand	P	0.6 SSW;RR N	3042	4	24-S1	F2	S blkd;p-lines N,SE.Use strips.Ruf.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-B*L4-S5	F2	SE blkd.Ctn-60' poles adj S.Use strips
Olathe-City	L	5 ESE;hwy W	1090	3	h17		P-line NW.Lgt acft only.Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N,S blkd.Use strips.
(PC)Osawatomie-Paola	P	3.6 NE;RR NW	945	2	32-S1	F2	
Osborne	L	0.8 ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW.Soft when wet.
(PC)Ottawa	P	5.3 S;hwy W	975	1	h24-S5	F2	
" Conard		3.8 NNE					ABANDONED
Oxford	L	4.5 E;RR S	1200	2	33		NW blkd.Use strips.Ruf.
Parsons	L	2 NW;RR S	936	2	23-(S1)		Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Ctn-eroded S edge 600' S end NE/SW strip. Use strips.
(PC)Pittsburg, Atkinson	P	2.5 NW;hwy E	948	3	h40-B*L4-S5	F1	Use rnwys.
Plains	L	0.3 NNE;hwy N	2772	3	30-*L4-(S1)	(F1)	P-lines NE,SE,S. Use strips.
(PC)Pratt	P	4.5 N;hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1930	2	28-(S1)	(F1)	E blkd. Rolling.
Pretty Prairie, Prairie Oak	L	1 NNE;RR NW	1530	2	25-(S1)	(F1)	E blkd;p-lines N,W.Use strips.
Protection	L	0.7 SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E,W.
Rexford, Dible	L	0.5 W;RR NW	2900	2	24	(F1)	N,W blkd;p-line E.Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N,NE,E,SE,NW.Cattle-fld.Use
(P)Russell	P	2.7 ESE;hwy NE	1863	3	32-BL4-S5-W	F2	N,NE,SW blkd;p-line S. strips.
(PC)Sabetha	L	1.4 E;RR NW	1290	2	22		Ruf.Use strips.
St. Francis	P	1 S;hwy N	3415	3	37-B*L4-S5	F2	P-line N. Ruf.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW.Use strips, rnwy only.
Satanta	L	1.2 N;RR SE	2970	2	26-(S1)	(F1)	Closed.
Scott City	P	1.3 ESE;hwy N	2970	4	h25-*L-S5	F3	3200' strip avail. W,SW blkd; P-lines N,NE.Ruf. Use strips.
Sedan, Walter's	P	2.7 SSE;hwy S,W	850	1	17-S3	F2	
Seneca	L	0.5 W;RR S	1250	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5 W; hwy N	1889	4	26-*L3,4-S5-U	F2	P-line N,NE. Lgts avail. sundown-0200.
Stanley, State Line	SEE: Kansas City, Mo., State Line Arpt.						Use strips. Ruf.
Sublette	L	1 NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-S1		P-lines SE,SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	26-S5	F2	N,SW blkd.Ctn-N/S Strip-ditch.Soft-wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	Bridge SE. Use rnwys.
Toronto	L	1.1 NE;RR E	965	4	24		SW,W blkd;p-line NW.Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3550	2	26		P-line W.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Ulysses	P	1.3 NNW;hwy E	3050	3	30-*L4-S5	F2	S. blkd; Fair grounds SW.
" Cities Svce, Hugoton	L	12.2 E;hwy N	3025	2	38		
(PC)Washington	L	0.9 E;hwy S	1200	2	18		Use strips only.
Wellington	L	1.5 N,US W	1300	1	28		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
KENTUCKY							
(PC)Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, L/W rnwys.
West Liberty	L	2 NNW;hwy W	900	1	15		Caution-hills, mtns sur fld.Follow

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Ulysses	P	1,3 NNW;hwy E	3050	3	30-*L4-S5	F2	S. blkd; Fair grounds SW.
" Cities Svcg, Hugoton	L	12,2 E;hwy N	3025	2	38		
(PC)Washington	L	0.9 E;hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2 WSW;RR S	1332	2	h73-BL6-W	F4	Use rnwys.
" Beech	L	6 E;hwy S	1378	3	h51		Factory use only.P-line N.Night landings prohibited.
" Cessna	P	4.5 SE	1384	5	h20-S5	F1	Ctc McConnell twr for tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5	F2	P-line N,SW. Use strips.
" Rawdon	P	5.7 E	1396	1	24-*L1-S5	F3	P-line S. Rgt tfc N,W. Use strip.
" Riverside	P	5 NNW;hwy S,W					ABANDONED.
" Westport	L	4.5 SW;RR N	1290	1	26		N blkd.No storage.Cattle-fld.Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd.Ruf. Caution when wet.
(PC)Winfield, Strother	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F3	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3327	3	26	(F1)	P-line S,SE,NW/SE strip ruf.Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd.Use strip.Caution when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
KENTUCKY							
(PC)Ashland-Boyd County	P	7.5 NW;RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr.prior req thru Huntington (rdb).
Bardstown, Nelson County	L	4.1 W;hwy S	630	1	21		Cattle on fld. Caution when wet.
(P)BOWLING GREEN-Warren County	P	2.5 SSE;hwy W	540	2	h40-B*L4-S5-W	F4	Use rnwys.
(P)COVINGTON, Greater Cincinnati	P	10.5 SW;riv 25 NE	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. strip perm.clsd.
Danville, Goodall	P	4.2 S;RR 1 W	1030	1	24-S5	F1	N blkd. Ctn-trees all apchs.ESE/WNW
David, Permele	P	0.9 N;RR E					ABANDONED.
Eminence, Giltner	L	4.5 SW;rd E	790	1	13		SW end rolling.To be Abandoned 3/1/55.
Falmouth, Pendleton County	L	0.9 SSW;riv E,S	550	1	16		Hill S. Rgt tfc S. Cattle on fld.
Frankfort, Cedar Hill	L	4.4 NE;hwy W					ABANDONED.
(PC)Georgetown, Marshall	L	1.5 S;hwy E	910				CLOSED-CONSTRUCTION.
Gilbertsville, Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E,W landings use rnwy.
Golden Pond, Ky. Lake	P	4.4 W;lk W	388	1	22	F1	Hills N,S,E. Caution when wet.
Harlan	P	5.3 NE;riv S	1230	1	21-S1	F2	E blkd.Mtns each side of strip.
Harrodsburg, McAfee	L	5.9 N;hwy W	661	1	22-S5	F1	E blkd;p-line W, Rolling.
Hartford	L	0.3 S bet RR,hwy	405	1	24		S 1200' flooded during high water.
(PC)Hazard	L	2.5 NNW;riv N,W	861	1	21		S blkd.Mtn sur fld.
Hodgenville, Evergreen	L	3.9 SW;riv NW	735	1	12		P-line SE. Rolling.
Hopkinsville	L	0.8 E;hwy N	540	1	18		CLOSED-seeded.
" Garnett	L	5.5 SSE;RR 18 W	586	1	23		Ctn-woods N,S.
(P)LEXINGTON, Blue Grass	P	6 W;hwy N	978	3	h50-BL4-S5-W	F4	W blkd.
London	P	3SSE;hwy E	1201	1	h40-BL4	F2	Use rnwy.
(P)Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-B*L2,4-S5	F4	WSW blkd; p-line S.
(NG) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,7-S1-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6 ENE;RR S	420	2	h25		CLOSED-NOT MAINTAINED.
" Athey	P	1 NE;hwy's S,W	500	1	24-S5	F1	
Manchester, Sky	L	2.7 SE;hwy NE					ABANDONED
Marion-Jaycee	L	3.5 S;hwy E	709	1	18		P-line E.Rolling, ruf.Cattle on fld.
(PC)Mayfield-Graves Co.	P	3.6 ENE;hwy S	580	1	h33-S1	F3	Caution-cemetery 100' N end rnwy. Use rnwy.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC)Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E,Levee W,Use rnwys.
Milford	L	0.5 SE;riv S W	500	1	14		Ruf. Hill SSE.
Monterey, Karsner	L	2 SE;hwy W	540	1	20-S1	F1	NNW,SSE blkd.
Morehead	L	8 WSW;RR N	610	1	20		300' S,W end ruf.
(PC)OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F3	Use rnwys.
(P)PADUCAH, Barkley	P	8.8 W; RR 1N	405	4	h40-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Richmond, Port Richmond	L	4.6 E;hwy S	975	2	20		N, S blkd.
Sebree, Major	L	2.1 NE;riv E	390	1	25		S blkd.
Shelbyville, Shelby	L	2.9 E;hwy S	850	2	17-S1	F1	
(PC)Somerset-Pulaski Co.	P	2.5 S;hwy W	927	1	30-S5	F1	
Stanton	P		650	1	26-S1	F1	
KENTUCKY							
(PC)Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Liberty	L	2 NNW;hwy W	900	1	15		Caution-hills, mtns sur fld.Follow valley on apchs.
West Point	P	1.3 ENE;RR W	420	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Glasgow, Davis Norris	L	1.4 WSW;hwy S	760	2	16		Caution-slippery when wet.
LOUISIANA							
Abbeville	L	3 E;hwy S	16	2	20-S3	91	
Alexandria	P	2.4 NW;hwy N	88	1	25-S3	F3	NE blkd.
" McArthur Drive	P	2 WSW;hwy E	87	1	26-S3	F1	
(PC)Bastrop, Morehouse Mem'l	P	2.5 SE;RR W	169	2	30-S5	F3	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE;RR SW	35	1	41		NW blkd.Cattle on fld.
"East Baton Rouge Parish	P	3.5 E;hwy N	53	aw	31-*L2-S5-U	F3	Bcn avail on prior req only.
(P) " RYAN	P	5.5 N;riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2 N;RR E	113	2	32-BL4-S5	F3	P-line E.
Bossier City, Rainbow	P	5 SE;riv W	167	1	32-S1	F1	No sto.NW/SE strip perm.clsd.
Bunkie, Haas	L	3 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4 W;hwy N	30	1	18		
" K. P.	L	2 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-S3	F2	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3 WSW;hwy N	203	4	h45-S1	F2	Use rnwys.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd.Soft spots when wet.Land from and take-off to S.
Elton, Doise	L	1.5 SW;hwy,RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W,NW.
Franklinton, Green	L	12 SSW;rd E	180	1	21		WSW end ruf.
Gilliam	L	1 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE;rd N	5	2	18		ENE, ESE, WNW blkd.
" #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE;rd N	5	1	12		DANGER-SHORT FIELD.
(PC)Hammond	P	3 ENE;hwy S	40	3	h50-B*L-S5	F1	
Haynesville	L	0.9 N;hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly	L	1.2 NW;hwy W	140	1	12		
Jackson, Holloway	L	5 SSW;hwy 2 S	90	1	26		P-line SW. Cattle on fld.
" Howell	L	2.5 ENE;rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE;RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan, Trahan Airstrip	L	6 W;hwy N	14	1	20		P-lines N,S.
(P)LAFAYETTE	P	2 SE;RR W	41	2	h51-BL4-S5-W	F4	Rnwy lgts on req after 2400.P-line SSW. Use rnwys.
" Bois De Lafayette	L	2.5 S;hwy E	39	3	20		P-lines N,S.
" Girard	P	2NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur	L	0.5 ESE;hwy S	8	aw	16		NNW,SSW blkd.
" Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.3 E;riv E	110	1	18-S3	F1	
(PC) " Byerley	L	1.8 NW;lk S	106	2	35	(F3)	S blkd;p-line SSE.
Logansport, Averette	L	4.2 NNW;rd E	300	2	20		
Longville	L	0.5 SE;RR W	80	1	27		
(AF)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Caution when wet. Use strip.
(PC)Marksville	L	2.2 S;RR E	78	1	27		
Minden	L	1.5 W;hwy S					ABANDONED.
" Mun.	L	6 NNW;rd E	240	2	27		
Monroe, Mid-South Duster	L	6.8 S;hwy W	80	1	23		P-line W. Use strip.
(P) " SELMAN	P	5 E;RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root	L	6 SE;hwy NE	4	1	20		NNW blkd.
Morganza-Pte Coupee	L	0.1 S;RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2 SSW;hwy E	115	2	h41-BL4-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
(PC) New Iberia, Iberia Parish	P	5 NW; hwy NE	28	2	h40-S5	F3	Use rnwy.
(NG) New Orleans	P	6.5 NNE	8	4	h38-L4-S5-W-U	F4	P-line S, SE.
(PC) " Callender	P	9 SSE; riv E	5	3	h50-BL2,4-S3	F3	Use rnwys.
(P) " MOISANT INTN'L	P	11 WNW; riv S	3	4	h70-BL2,4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC) Opelousas, St. Landry Parish	P	2 NW; RR S	75	3	h45-*L4-S3	F3	Bcn prior req.
(PC) Patterson, Williams Memorial	P	2 WNW; bayou NW	9	3	45-S3	F1	WNW, NNE blkd.
(PC) Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1 WNW; RR S	77	1	15-S5	F1	No storage, Soft when wet.
(PC) Rayne	L	1 NW; RRS	30	2	18		
" Hains	L	4 SSW; rd E	20	1	26		P-line N.
(PC) Rayville	L	1.2 WNW; RR S	83	1	22		P-line S.
" Garland	L	7.6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	155	1	21		P-line N.
(PC) Ruston	P	1 SE; RR N	317	3	h29-BL4-S5	F3	
St. Joseph, Castle	L	2 N; hwy NE	75	1	22		P-line N.
(PC) Shreveport, Greater Shreveport	P	6.5 SW; RR NW	251	4	h64-BL4,5,6-W	F4	Do not use turf.
(P) " -Downtown	P	3.5 N; riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8 S; RR E	170	1	31-S5	F1	S end soft when wet.
" Riverside	P	2.5 ESE; riv E					ABANDONED
Slidell, Morrill	L	1.8 SSE; hwy N	9	1	14		N blkd, Cattle on fld.
" Pravata	L	1.5 NW; hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle - fld.
Tallulah, Scott	P	2.4 ENE; hwy S	84	2	32-*L4-S3	F2	No storage.
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW; hwy S	40	1	16		
Vinton, Breaux	L	1 NNW; RR S	20	1	25		S blkd, Cattle on fld.
(PC) Welsh	P	0.5 NW; RR S	26	2	30-BL4-S3	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE; hwy W	256	2	20		
Winnfield, Joyce	L	3 NW; hwy E	156	2	30-(S3)	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution.
Winnsboro	P	1.4 ESE; hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE; hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical alignment)							
MAINE							
Andover	L	2.5 S; hwy E	675	1	17		Use strip.
(PC) AUBURN-LEWISTON	P	4.5 SW; riv 1 N	292	3	h45-B*L4-S5	F3	Use rnwys.
(P) AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F2	Rnwys 3-21, 12-30 clsd acft over 15,000 lbs, NNE blkd.
(PC) BAR HARBOR	P	9 NW; riv E	84	3	h45-B*L2-S5-U	F3	Beacon operates summer months.
(PC) Belfast	L	1 SW; hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW; riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW; hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE; hwy SE	360	1	23		
Brewer	P	1.6 S	100	2	21-*L-S5	F2	E/W Strip clsd when wet. S 500' N/S Strip ruf.
Brownville Jct., Prairie	L	4.5 N; rd jct SW	422	1	18		Use at own risk. W blkd. Ruf.
Brunswick	L	3.3 W; RR SE	175	1	16-S5	F1	No storage.
(PC) Caribou	P	1 NW; hwy E	623	2	h35-S1-W-U	F3	E blkd. Auto tfc E end E/W rnwy. ARPT OF ENTRY.
(PC) Deblois Flight Strip	L	2 SE; hwy E	217	1	h40		INACTIVE. 6000' strip avail including 1000' overrun.
Dexter	L	3 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S; riv W	290	1	14		
Eastport	L	1.5 WNW; hwy NE	67	2	h28		No Storage. Unsafe holes, ruf, highbushes
Enfield, Sylvan Lane	L	1.5 WNW; RR E	240	1	16		NW blkd; p-lines NE, SE, SW. Use rnwys.
Eustis-Stratton	L	1.2 SSE; hwy E	1190	1	16		Rolling. Soft when wet.
Ft. Fairfield, P & M	P	1 SW; RR, hwy W	470	2	18-S5	F1	Use strip.
(PC) Fort Kent	L	3.4 S; riv W	708	1	20		NNW blkd.
Freeport, Stover	L	3.5 NNW; hwy NE	190	1	11		INACTIVE.
(PC) Greenville	P	2 ENE; pond E	1401	2	h30-S1-U	F3	DANGER-SHORT FLD. Rolling. Drains NW.
Harrington, Cherryfield	L	2.6 WSW; RR N	80	1	15		Unattnd, winters. Repairs avail. on req.
(P) HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	INACTIVE. Ruf, rolling. Soft when wet.
Hudson, Robbins	L	2.7 SW	365	1	14		ESE blkd. WNW/ESE rnwy emerg only. WNW/ESE safety strips unusable.
Jackman, Newton	L	0.2 E; riv N	1170	1	22		Rolling.
Lewiston, College Road	L	2.2 NNE; riv 1 W	210	1	16		CLOSED-LEGALLY.
Lubec	L	2.8 SW; rd SE	85	1	12		SW blkd. Ruf, soft, rolling.
Mars Hill	L	0.7 NNW	435	1	20		DANGER-SHORT FLD. Soft when wet.
(P) Millinocket	P	1 SE	408	2	h50-BL4-S1-W	F1	INACTIVE. NW end ruf. P-line NW.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	Use rnwys.
MAINE (continued)							
Moose River, Sky Lodge	L	1 N; riv S	1350	1	14		N, S blkd.
Norridgewock	L	3.7 W; riv NE, W	270	2	h40		Clsd Winter. W blkd.
Norway	L	1 N; RR S	387	1	15-S1	F2	Use rnwys.
(P) Old Town	P	1.8 NNW; hwy S	126	2	h40-L4-S5-W	F3	Soft when wet. Use strip.
Peru, Linnell's	L	0.8 NW; RR, riv N	410	1	20		Ctn-edges of rnwys ruf. Use rnwys.
Phillips, Pleasant Valley	L	2.9 NNW; riv N	670	1	41		
" Raymond Farms	L	0.8 S; riv E	556	1	18		Ctn-const 300' WSW end of strip.
(PC) Pittsfield	L	0.8 SSE; riv N,S	190	2	h40		WNW end soft when wet.
(P) PORTLAND	P	2 W; riv NE	60	3	h42-BL2,4-S5-W	F4	SSE blkd. Skis winter.
							Rnwy 10-28 clsd winters. W blkd.
(PC) Princeton	L	1.5 SSE	250	2	h40-S1		Use rnwys. NW blkd.
(PC) Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC) ROCKLAND	P	3 SSE	49	3	h45-B*L4-S3	F1	Airline Stop Sum Months. ESE, SE, NNW blkd. Use rnwys.
Rumford	L	2 SSE; riv NW	615	1	18		
(PC) Sanford	P	4.7 SE; hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on Rnwy 8-26.
Scarboro-Downs	L	2 W; hwy N	20	1	21		Clsd winters. SSE end Soft-wet. Use (DANGER-SHORT FLD), rnwys.
Seven Isl., Maine For Serv.	L	13.5 SE	1180	1	12		
Skowhegan	L	1 NNE	240	1	18		P-line W.
South Portland, Port O' Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5	F3	SSE blkd; p-line SW; twrs E, NE.
Thomaston	P	2.8 NE; hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW; hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld. surrounded by trees. P-line W.
Van Buren, Levesque	L	1 NW; riv NE	520	1	15		INACTIVE. Ruf, rolling.
(PC) WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S1	F1	WSW blkd. Use rnwy 14-32 with ctn.
Winterport, Fernald	L	3 WNW; RR E	181	2	h40		Ruf.
York Beach	L	0.3 S	55	1	19		Use with ctn. ESE blkd. Sides ruf, soft - ind central 25' section.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stonington	L	1.2 NNW; hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd. Dec1-May1 annually-soft-wet.
Milo	L	1.3 SE; hwy W	295	1	18		Rgt tfc W. P-line W.
Patten, Camerons	P	5 NW; hwy E		1	10	F2	DANGER-SHORT FLDS end soft.
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW; riv NE	30	1	30		P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S3	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4&7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG) " Harbor	P	6 SE; riv SW	14	3	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2300-0700. Pools of water on rnwys. N/S NE/SW rnwys perm clsd. Use paved areas.
" Martin	L	10 E; plant W	18	4	h71-*L3		
" Rutherford	P	8 WNW; rd W,N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf. Ruf.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Gill	L	1.5 NNE; RR W	60	1	14		CLOSED.
" Russell	L	8 WNW; bay W	25	1	32-61-U	F3	"
Church Hill, Kennersley	L	3.2 W; crk W	45	1	h27		CLOSED.
Churchton, Deep Creek	L	1.6 ENE; bay S	10	2	30-S3	F1	NNE, NW blkd. Soft when wet.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21-S5	F1	P-line S. Rolling.
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-*L-S5	F3	Flares on req ngt lndgs, etc
College Park	P	0.4 E; RR W	49	2	22-*L3,4-S5	F3	NNE, WNW blkd. Wasnington rdo.
(PC) Crisfield	P	3 NNE; RR SE	4	2	h25-*L4	F1	3500' strip avail. Soft-wet.
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5 E; riv N,S	780	3	h58-BL4-S1	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E,SSE blkd; mtn W. Ruf. Rgt tfc E.
Earleville, Fonda	L	4 NW; riv W,NW	55	1	26		CLOSED. NE, SW blkd. Rolling.
(PC) EASTON	P	2.2 N; RR E	66	2	h40-BL2,4-S5-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S3	F1	Clsd to hvy acft when wet. Rolling.
(PC) Frederick	P	1.8 E; riv N,E	304	2	h38-B*L3,4-S5-W	F3	5000' strip avail. Gross loading capacity N/S Rnwy 30, 000 lbs; NE/SW rnwy 15, 000 lbs. No storage.
Glenburnie-Whipp	L	1 E; crk S	56	3	27-S5	F3	P-lines N, S, ESE, WNW. Rolling.
(P) HAGERSTOWN	P	4.2 N; factory SE	704	2	h44-BL2-S5-W	F4	Use Rnwys.
Hollywood, Half Pone Point	P	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Hyattsville, Queens Chapel	P	1.5 W; twrs NNW	34	2	19-S5	F3	S blkd. Soft when wet. N/S Strip ruf.
Laytonsville, Davis	P	2.3 N; hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8 WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	1.6 E; hwy NW	10	1	20		P-line WNW.
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ←-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Riverdale, Erco	P	0.4 NE;RR W	42	2	28-*L-S5	F1	h1500' rnwy avail NNE,ESE blkd,Rgt tfc NNE,ESE,Use rnwys.
Rockville, Congressional	P	2 SSE;hwy E	400	2	33-S5	F1	NE blkd. Rolling.
Salisbury, Delmarva	P	2.8 NE;RR SW	45	1	20-*L1-S5-U	F1	
(P) " -WICOMICO COUNTY	P	3.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Rnwy 13-31 only lgtd.Use rnwys. Ngt lndgs Rnwy 13/31 only.
Shady Side	L	1.8 SSW;hwy SW	10	1	20		SSW blkd. E/W Strip under const.
Showell, Midway	L	1.1 SE;hwy W,S					(ABANDONED).
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
Westminister	P	2.6 N;hwy E	780	1	25-S3	F3	Rolling.
Worton, Andelot	L	4 WNW;bay W	40	3	21		CLOSED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
MASSACHUSETTS							
Adams	L	1.3 SSE;RR W	1400	1	18		CLOSED.
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F3	Hi-tension line SE;p-line E.Ruf.
Barre, Hiller	P	4.7 SSW;riv NW	599	1	40-L4-S3-U	F3	
Bedford	SEE: Boston-Bedford						
Berkley, Myricks	P	3 E;RR SW	65	2	20-S1	F1	S blkd.Ruf.
Beverly	SEE: Boston, John Mountain						
Billerica, Shawsheen Pines	L	2.7 E;riv W	110	2			ABANDONED.
Bolton	L	2 W;RR S	380	3	25		CLOSED
(AF)BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h55-BL4,5,6-S5-W	F4	Rnwy 17-35 perm clsd.2-way rdo rqrd.No storage.
(PC) " John Mountain	L	17.5 NNE	108	3	h50-S5	F3	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E;harbor S	19	4	h100-BL4,5,6-S5-W	F4	Rgt tfc rnwy 9;optional apch from Squantum.2-way rdo rqrd.FEE.Lndg or taxi lgts rqrd for ground operns ngts.
(PC) " NORWOOD	See: Norwood-Memorial Airport						
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	No storage.FEE for lgts.Rgt tfc rnwys 1,31,33.
Brockton	L	2.6 S;hwy E	80	1	h18		CLOSED. P-line N.
(PC)Chatham	P	2 WNW;pond SE	66	1	h25-BL4-S5-U	F4	
Dalton	L	1.2 ENE;RR S					ABANDONED.
Dracut, Richardson	P	1.5 NW	115	1	22		P-line NNE.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Easton, Ames	SEE: South Easton,Ames Arpt., Mass., under "NEW AIRPORTS".						
Edgartown	P	2 S;bay E	20	4	33-S1	F3	P-line NE,SE.
(PC)Fall River	P	4.3 NNE;RR N,W	192	2	h39-BL4-S5	F3	
Falmouth		2.2 NE;rd E,SE					(ABANDONED)
" Coonamessett Ranch	P	6.4 NNE	100	3	29-*L4-S1	F1	Under IFR operns subject to approval of Otis AFB Twr.
(PC)FITCHBURG	P	2.5 SE;riv S,SW	348	2	h45-BL4-S1-U	F3	SE, S, NW blkd; p-line SSE.
(PC)Gardner	P	2 SW;hwy N	946	2	22-S5	F1	P-line SSW.
Grafton		1.9 NW					(ABANDONED)
Great Barrington	P	2 W	726	3	27-S5	F3	ENE blkd;p-line SW.
Hanover, Clark	P	2.6 WSW;riv S	74	3	h23-S5	F1	N,NE blkd.
Haverhill, Walker-Dutton	P	2 NNE;RR W	125	2	17-S3	F1	P-line NW.Ruf.
(PC)HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L4-S5-U	F4	Attended May-Sept.
(PC)LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U	F3	N blkd.Use rnwys.
Leicester	P	2 N	1140	2	h20-S5	F1	Ruf.
Mansfield	L	2 SSE;RR NE	124	3	25-S5		P-line NNE.Soft in bare spots.
Marlboro	P	2.4 E;hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E;riv SE	9	1	23-S1-U	F1	
Marstons Mills, Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling.Atndwk-ends.
(P)NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceiling less 1000' and/or visibility less than 3 mi.
(PC)NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newbury, Plum Island	L	1 ESE;riv N	11	2	28-B-S5	F1	P-line NW.
(PC)North Adams, Harriman	P	3 W;riv N	651	1	h28-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F1	P-line SE, Ruf.
Northampton, Atwood	P	1.2 SSE;riv S	116	2	22-*L1-S5	F2	E blkd;mtn SSE. Rgt tfc N.
" LaFleur	P	1.2 ENE;RR W	120	2	23-S5	F2	
(PC)Norwood Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE,W.
(PC)ORANGE	P	1.5 SE;hwy SE	555	3	h50-S1	F1	
Palmer, Metropolitan	P	4.8 NRR E,SE	410	3	22-*L1-S5	F3	Hill NNW. Rolling.
(PC)PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-W	F3	
Plymouth	P	4.7 SW;hwy N	149	3	28-S1	F1	Use strips only.
(PC)Provincetown	P	2.3 WNW	8	1	h35-*L4-S1-U	F2	
Revere	SEE: Boston, Revere Arpt.						
Seekonk, Providence		2.5 SSE					ABANDONED.
Southbridge	P	1.7 N;hwy E	700	2	26-S5	F1	
Springfield	L	2 NNE;riv N					ABANDONED.
Sterling	L	2 WSW	450	1	28-*L4		Lgts on 2450' of strip. No sto. P-line SE.
Taunton, King	P	4 ESE;riv N	25	2	25-(S5)	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S1	F2	Hwy tfc SSW apch. P-line S.
TURNER FALLS	L	1.8 ESE;riv NW	365	3	31-*L1-(S1)	(F3)	SSW blkd.
(PC)VINEYARD HAVEN, Martha's Vineyard	SEE: Martha's Vineyard, Mass., under "NEW AIRPORTS".						
Wareham, Country Club	L	1.3 E;riv S	25	1	18		INACTIVE.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9 SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG)WESTFIELD, Barnes	P	3 NNE;hwy W	270	3	h70-BL4-S5	F4	
Williamstown, Fair View Farm	L	4 SW;hwy E	954	1	16		
(P)WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5,6-S5-W	F4	
NEW AIRPORTS (for airports out of alphabetical alignment)							
Spencer	L	3.5 NNE	1040	1	17		Ruf.
(PC)Martha's Vineyard	P	4.3 S;hwy E	68	3	h40-B*L4-S5-U	F4	Antenna pole SE.
South Easton, Ames	P	1 N;RR,hwy W	120	2	26-S1-U	F1	S blkd.
Orleans, Skymeadow	P	1 W	20	1	12-S1	F1	Rolling.
MICHIGAN							
Ada, Somerville	L	1 S;riv SW	660	1	26		W blkd;p-line E. Rolling.
(PC)Adrian-City	P	3 SW;RR N	800	2	34-*L4-S5-U	F3	WNW blkd.Use strips.
Allegan	L	1.9 E;RR S	701	3	21		E,SE blkd, P-line NW, Ruf.
(PC)Alma	P	1.3 NE;riv S,E	750	2	h25-BL4-S5-U	F2	3050' E/W Strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7 NNW;hwy E	860	2	22-*L4-S5-U	F1	
(NG)Alpena, Collins	P	6.5 W;riv adj	689	3	h50-S3	F2	
" Scheidler		6.3 N;lk E					(ABANDONED)
Ann Arbor	P	4 S;RR E	835	3	32-B*L2-S5	F4	Soft when wet.
" Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S,E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips,Ruf.
Au Gres	L	0.9 NNW;RR S	590	2	20		NW blkd. P-lines NE,SE,SW .Soft-wet. Use strips.
(PC)Bad Axe, Huron County Mem'l	L	1.2 SSE;RR W	763	3	25-S1	F1	strips.
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W,SW blkd. SW end NE/SW strip ruf. Use
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N,S,W blkd.Ruf.Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG)BATTLE CREEK, Kellogg	P	3 W;RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC)Bay City, Clements	P	3.5 S;riv W	599	3	h26-S3	F3	3600 N/S Strip avail Use rnwys.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE;RR W,S	614	3	26	F1	NW,SE blkd;p-line E.Ctn-sand blows N end
(PC)Benton Harbor, Ross	P	1.5 NNE;hwy S	630	4	h37-BL4-S5-U	F3	Twr, wires E. Embank all apchs. Use rnwys.
Big Beaver	P	0.8 E;hwy W	650	1	24-S5	F1	Ditch S W,N blkd.Use strip.
Big Rapids	P	1.5 NW;RR E	928	2	38-L,2-S5	F1	Lgts avail dusk to 2230.
Birmingham, Berz	P	1.5 E;hwy E	730	3	h32-S1	F3	N,NE,S blkd.FEE.
Blaney Park	P	0.5 NW;lk N	850	aw	22	F1	Road crosses NNW/SSE Strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE;RR NE	685	2	22-S1	F1	Twr SW.Use strips.Strips plowed-winter
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N,S blkd. Ruf. Soft - wet.
Brevort	L	1 NW;hwy S	620	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	P	3 N;hwy E,W	1020	1	19		CLOSED,Rolling.
Brooklyn-Memorial	L	4.9 SE;lk S	1005	2	20		INACTIVE. P-line NE.Use strips.
Bruce Crossing	P	1 SSW;hwy E	1165	2	23	F2	P-line E. Soft-wet.
(P)Cadillac	P	2.5 NW;hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW;riv SE	700	4	23-S1	F1	S,SE,NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines,ant.sur fld. Use strips.
Charlotte, Beach	P	1.8 ENE,RR NW	880	2	24-S5	F1	P-lines NW. Use strips.

n-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

MICHIGAN

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Cheboygan	P	0.5 ENE;riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-L4-S1	F2	W blkd;P-line E,S. Lgts to 0400.
Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines S,W,SE. Use strips.
Clio, West's	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	39-*L4-S5	F2	
" Legg	L	1.2 NW;hwy S	982	2	24		E/W strip ruf.
Comstock Park, Grand River	L	0.3 SE,RR W	625	1	20		NE blkd;hill SW. Rgt tfc NE take-off. Soft when wet. Use strip.
Croswell-City	L	1 W;riv E	732	2	25		ESE,S,N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE;lk E	1390	3	30-(S1)	(F1)	P-lines SW,WSW.
Davison, Seely's	L	4 WSW;RR1 N	780	1	18		Ruf, rolling.
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24		E blkd.
Detroit, Burns	P	8.5 WSW;RR N					ABANDONED
(PC) " -City	P	5.5 NE	626	4	h46-BL2,3-S5-W	F4	ENE,NNE,SSW blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " -Wayne Major	P	16.9 WSW City Hall	639	6	h79-BL3,4,6-S5-W	F4	2-way rdo rqrd. P-line NW. ARPT OF ENTRY.
" Hance	P	12.3 SSE					ABANDONED.
(P) " WILLOW RUN	P	22 WSW;riv1 S	716	6	h73-BL2,3,6,7-S5-W	F4	FEE,2-way rdo rqrd.
Douglas, Saugatuck Douglas	P	1.8 S;hwy W					ABANDONED.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31-S3	F3	S,SW blkd. P-line NE.
Drummond-Island	L	0.5 S;bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd, P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N;RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E,W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S. 400' W end E/W Strip soft-wet.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1 N	920	2	27		Use strips.
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2	24		P-line SW.
Farmington, Krist-Port	P	3.8 N;rds E, N	865	4	27-S1	F1	Surrounded by trees.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E,S,W blkd. Ctn-loose sand.
Flat Rock, Nan-Bar	P	1 ENE;RR N	596	2	26-S5-U	F2	P-line E,NE,Rgt tfc W,SW,Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4-S1-W	F3	Ctn-lgtd trees NE. NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2 E;riv SW	735	2	26-S5	F1	N blkd.
Fostoria, Forrest	L	3.4 S;riv 1 SE	830	1	22		P-lines S. Ruf, rolling.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE.ESE.SSW.WNW. Ctn on NNE/SSW strip when wet.
Fraser, Joy	P	1 SE;RR W	616	3	24-S5	F1	Portions of each strip paved.P-line NE.
" McKinley	P	1.3 NW;rd E	620	4	29-S1	F1	N,SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Galesburg, Aviation Country Club	L	1.8 WSW;lk S					(ABANDONED)
Gaylord, Otsego County	P	1 SW;RR E	1384	4	50-L4-S5	F1	E,SE,W,NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
Gladwin	P	1 SSE;riv W	780	2	35-BL2-S3-W	F2	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	rnwy,strip. P-line NW. Lgts dusk-2400 other req. Use
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S,W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-BL2,6-S1-W	F3	NE,E,SE,SW,W blkd. Ant. NW.
Grant	L	1.8 ENE;RR E	820	3	27-(S1)	(F1)	SE blkd.
Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B		
" Masons	L	11.5 ESE;hwy S	1000	3	39		CLOSED
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	P	1.7 SE	920	2	23-S1	F1	S blkd.
Gulliver	P	1.4 S;lk W	626	2	34-S3	F1	S blkd;p-line N. Not maintd winters.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E,W blkd.Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE,SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd;p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3 NNW;hwy E	1100	3	33		INACTIVE. E,S,W,SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2 SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hartford		1 NNW;RR SW					(ABANDONED)
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F1	P-line NE;hill W.
Hessel	L	2 N;hwy W	620	2	28		strips.
Hillman	L	2.4 NW	995	2	23		S blkd;woods N,W 300' overrun ext N.Use
Hillsdale	P	1.6 NW;RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW;bay 1 S	612	3	27-*L4-S1	F1	N blkd;p-line NE,SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-B*L4-(S5)-W	F4	NNE blkd. Use NNE/SSW Strip emerg. No sto
" -Sands	P	2 ESE;RR SW	605	2	50-S1	F3	Rgt tfc W. Rolling. Use strips.
Houghton Rgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N;pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River, Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E,W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW,W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W;dam SW	1147	3	h38-B*L-S5-W	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W	F3	Unlgtd hill S.
Ishpeming-Dexter	L	7 W;RR N					ABANDONED
Ithaca, Johnson's	L	1 ENE;RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 W NW;RR S	1000	4	h43-BL4-S5-W	F2	gross wt. P-line S. Use rnwys. Rnwys 9-27,18-36 rstd 12,500 lbs.
Jonesville	P	2.5 WSW;lk S	1070	3	24-S3	F1	NW,SW blkd. Anten. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F3	P-lines W,SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N,E,W blkd.Ruf.
Lake City, Homes Acres	L	2 ESE;RR S	1290	2	26		P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N,NW. Ctn-oil derricks.
L'Anse, Muzzy's Lodge	P	2.3 SSE;RR E	966	3	23-S1	F2	P-line NE,SE.Soft spots.Skis-winters.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE,NW blkd;p-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW;RR S	858	3	h50-BL3,4,6-S5-W	F4	NE blkd.Rnwy 14-32 rstd DC3 acft and
Lapeer	L	2.4 ENE;lk W	830	4	34		P-line N. Use strips.Soft-wet is smaller.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW,NW blkd;p-line W. Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE,ESE,WSW,W,WNW blkd;p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd;p-lines S,SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Litchfield, Lamm	P	2 N	1010	2	23-S1	F1	N,S blkd. Ruf. Soft when wet.
Loretto, Norway Township	L	2.4 S;RR L5 N	860	2	21		ABANDONED
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd. N/S strip ruf. Ctn.
(PC)Ludington, Mason County	L	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays.Race Track SE;twr SW.Use strips.No snow removal.
Luzerne, Lost Creek Ranch	P	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mackinaw City	L	4.1 S;RR W					ABANDONED
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S Strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/S Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S,Wblkd;p-line SE. Ctn-boulders N,W bndry.
" Schoolcraft County	L	3.3 ENE;RRS	678	2	30		SW blkd;p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.8 E;hwy N	1637	1	18		ENE,WSW blkd, Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE,SE,NW blkd. Ruf.
Marion, Hi Point	L	3.5 W;riv SE	1100	3	18		NE,ESE,WNW blkd.S end N/S strip soft.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd, Rolling. Use strips.
Marquette-County	L	8.0 W;hwy S	1415	2	27		acft. Not maintained winters. Clsd to wheel
(PC) " SAWYER	P	14 S;RR W	1181	3	h41-BL4-S3	F3	Use NE/SW strip emerg only. Use rnwys
Marshall, Brooks	P	1.3 S;hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW. No storage.
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft.Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW;RR E	616	3	h41-BL4-S1-W	F3	Trees E,SE.Unlgtd antenna S.No sto. fue)
(PC)Midland, Barstow	P	3.7 NW;hwy S	628	3	32-S1	F1	P-line N. Sunday.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwy W	1050	2	30		N,W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-B*L4-S5-U	F3	
" Navarre	L	2.8 NE;RR W	580	2	30-S1	F1	S,NE blkd;p-line N.
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-B*L4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N.E,W blkd.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F4	CLOSED
" Northside	L	5.4 NNE	650	3	32		Use strips.
Napoleon, Maule	P	0.8 NW;bet RR,hwy	972	3	29-S5	F1	N,NW,S blkd;p-line W. Use strips.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2 NW;rd S	600	2	18		N,S,NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE,SW blkd.
New Hudson, Knapp	L	0.5 SW;RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2 S;lk SE	590	2	29-*L1-S1	F1	SE,SW blkd.
(PC)Niles, Tyler Memorial	M	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	P	3 NE;bay E	700	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	770	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	26		N,E,S,W blkd. Rolling, ruf.
Ontonagon, Schuster	L	1.3 SE;rd N	687	2	21		CLOSED, NNW blkd.
(PC)Owosso-City	P	2 E;riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F3	First 500' E end E/W Rnwy clsd;also clsd ngts. Use rnwys, strips.
Petersburg, Ensign	L	4.8 ESE;RR 1 W	680	2	26	(F1)	E,S blkd. Ctn-sand-erosions.
Petoskey, Northgate		1.2 SE;crk SW					(ABANDONED).
Pinconning Sportsmen's	L	1.7 ESE;bay E	592	3	28		strip under water. NE blkd.Ctn-Oil drilling NW,E end NE/SW

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. (F-fuel octane. ● New or revised data. U-UNICOM (122.6 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Plainwell, McKay	L	1.5 W;riv N	741	3	26		INACTIVE. N,S blkd. Ctn-ruf.
" Otsego-Plainwell	L	1.5 N;riv NW.	727	2	26		INACTIVE. E,SSW blkd.
Plymouth, Mettetal	P	1.5 SSE;RR E	700	4	25-*L-S5	F3	NW blkd;p-line NE,W.
" Triangle	P	1.5 ESE;lk N	700	3	20-S1	F1	NE,SE blkd;p-line E,SW.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL23-S5-U	F4	UNICOM opers 0700-2200;other hrs on req. 3000'strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE,SSW,SW,W,NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv NE.	585	3	27-S5	F1	NE,SSE,SW blkd;hill N Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW;hwy S	649	3	h39-S5	F3	AIRPORT OF ENTRY.
Prudenville, Roscommon Co.	P	4.5 N;riv N	1150	3	25-S1	F1	N,SW blkd. Use strips.
Quinnesec, Northland	P	1.8 ESE;RR N					(ABANDONED).
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rexton	L	1.9 WSW;RR N	900	2	22		N,E,W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE;lk 1 E	658	2	26-L2,4-S1	F1	Lgts avail all ngt May thru Oct.
Romeo	P	2 E;lk E	730	2	33-S5	F1	S blkd;p-line N. Soft when wet.
" Kuntsman	P	4.9 SE;dam NE	680	2	26		INACTIVE. N,S blkd. Soft-wet.
Roscommon	L	2.5 SE;RR NE	1100	2	42		E,W blkd.
Saginaw	P	4.5 E;RRS,N	601	3	33-B-S3	F3	E,NW blkd;p-line SE. Use strips.
" Barry	L	3 WSW;riv S					(REPORTED ABANDONED)
" -Skyhaven	L	2.5 N;riv 1.5 E					(ABANDONED).
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N,ESE blkd. Ruf. Ctn-hole at strips intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S5	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	620	2	35-*L4	(F1)	
St. Johns	L	2.7 SW;RR N	760				(CLOSED-CONSTRUCTION).
Saline	P	1.8 SSW;hwy NW	820	2	19-*L-S1	F1	E/W rolling, ruf. Soft when wet.
Sandusky, Williams	L	5.5 S;hwy E	780	1	16		
Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L2-S3-W	F3	ARPT OF ENTRY. Use strips.
(AF) " -KINROSS	Airport now Army Installation						
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7 W;riv N	584	2	18-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW,SW,SE blkd. Rprs wk-ends only
(PC)South Haven	P	4 S;RR W	663	4	h24-BL4-S1-U	F1	N,E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW,W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE;RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE,WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h26-L	F3	P-lines E,S.
Tawas City	L	1 WSW;rd S	595	3	22		INACTIVE.SE blkd;p-lines S,SW.
Tecumseh	P	1.8 NNE;RR W	815	2	h26	F3	W blkd. Use rnwy, strip.
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE,SE,SW blkd;p-line NW.
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h30-BL4-S5	F1	W blkd;p-lines N,S.
Topaz, Big Bear	L	2.2 S	1306	2	26		E,S,W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-B*L4-S3-W	F3	
Utica, Wings	P	2.8 SSW;RR 1 E					ABANDONED.
Vassar, Welsh	P	4.3 ESE;RR 1,5N	710	2	21-S5	F1	NE,SE,NW blkd.
Warren	P	1.6 W NW	625	2	23-S5	F1	N,W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW,SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED
Wayland	L	1.5 N;hwy W	740	2	20		P-line W.Soft when wet.
Wayne, Hartsell	L	3.5 NW;RR E	675	2	18-S1		Use strips.
Wellston, Manapine	L	2.5 NE;riv N	800	1	23		E blkd;p-line S.
West Branch	L	0.7 ENE	960	2	18		P-lines SE,NW. Rolling. Closed winters.
" Gentry's	L	14.5 ENE;riv NE	950	3	34		W blkd,E/W Strip rolling,ruf.Use strips.
" Ogemaw		6 SE;RR W					ABANDONED.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE;p-line SW
Wildwood, Pet-O-Se-Ga	L	1.5 NW;lk NW	620	1	22		Ruf, erosion.
Wixon, Spencer	L	0.8 W;RR N	940	1	19		S blkd;p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv 1 NE	738	4	23-*L4	F1	E blkd;p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
LaSalle, Price	L	4.5 SW Monroe	597	1	19-*L4		P-line S, end N/S Strip, Knoll N,NE.
Rapid River, Del's	L	0.3 N;riv E	590	1	15		
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft-wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7 ENE;riv W	1204	1	24		Use strip.
(PC) Albert Lea	P	2.3 N;hwy E	1244	3	38-S5	F1	
(P)ALEXANDRIA	P	2 SW;lk NW	1425	4	h57-BL4-S3-W	F4	P-line NE.No sto.
Anoka	P	1.2 SE;riv 1 SW	896	3	38-S5	F3	Ruf. Use N/S Strip. Rgt tfc S,W,SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	(F1)	S,SE,SW blkd.
(PC)AUSTIN	P	1.7 E	1237	2	h38-BL4-S5-U	F2	NE,SW Strip soft.
Backus	P	0.6 NE;hwy E	1335	1	26-S1	F1	
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F1	ARPT OF ENTRY.
(P)BEMIDJI	P	3.8 NW;hwy S	1395	4	h57-BL4-S3-W	F4	
" -Port-O-Wilds	P	9.4 NNE;hwy SE	1350	2	21-B-(S5)	F1	NE,NW blkd. Use strips.
(PC)Big Falls	L	2.5 NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N;lk E	1346	1	25		
Blooming Prairie		1.5 N;hwy W					(ABANDONED)
(PC)Blue Earth	L	3 S;RR E	1102	3	23		
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F3	Beacon oper. prior req.
Cleveland, Lake Jefferson	P	4.7 SE;NE bay of lake	1000	1	20	F1	NE blkd.
Cloquet	L	2.5 WSW	1278	3	32	(F1)	
Coleraine	L	0.8 SSE;lk adj.	1406	1	22		CLOSED,Rolling.
Cook	L	2 S;RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30-S5	F1	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W;RR N	1396	3	35-S1	F1	10' drop E end of strip.Use strips.
(PC)Dodge Center	L	1.2 SE;RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5 N(W);hwy 1 S	1430	3	h90-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Ely	L	1.2 E;lk NW	1425	2	24		P-line SW,NW. Use ctn.
Erskine	L	2 ENE;lk S	1241	2	25		ENE blkd. Use strips.
(PC) Eveleth-Virginia	P	3.5 SE;lk E	1385	4	h32-B*L4-S5-U	F4	Bcn & lgts req after 2400.
(PC)Fairmont	P	2 E;hwy N	1161	2	h22-*L-S5	F3	3000' strip avail.
(PC)Faribault	P	3 NW;lk 1 W	1052	2	h21-S5	F2	3275'strip avail.Use strips,rnwy only.
(PC)Fergus Falls	P	4.3 W;riv E	1185	3	h40-BL4-S5	F3	
Fosston	L	1.5 NW;RR SW	1270	2	23	(F1)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24	(F1)	Use strips.
(PC)Grand Marais-Devil Track	P	5.5 NNW;lk S	1658	1	26		Attended summers.
(PC)Grand Rapids	P	2 SSE;riv NE	1302	3	32-*L4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	4	30-B-S1-U	F2	Closed Nov. - April.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26	(F1)	
Hallock	L	1.2 NNE;riv W	800	2	20	(F3)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F1	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL23-S5-U	F3	
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F3	ARPT OF ENTRY.
(PC)Jackson	P	2 N	1445	2	23-*L-S5	F2	
Lake Bronson	P	0.5 NE	960	3	26-S1	F1	P-lines S,W,NW.
LeSueur	L	1.5 S;riv W	850	2	24		Rolling.
(PC)Little Falls	L	1.8 ESE;hwy W	1118	2	30		Closed.
(PC)Littlefork	L	1.8 WNW;riv E	1145	2	23		N/S Strip ruf.
Madison	P	1 S;hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W;RR S,E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE;riv N	1140	1	20-S1	F1	Rolling. Ctn-on ridge.
McGregor	L	0.8 N;hwy W	1227	2	23		Use strips.
(PC)Minneapolis, Flying Cloud	P	13.8 SW;hwy S	909	2	h25-BL4-S5	F3	Use strip,rnwy.
(P) " -Crystal	P	9 NNW;RR W	869	4	h25-BL4-S5	F3	
AF,NG " -ST. PAUL INTN'L (Wold Chamberlain)	P	6.5 SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. N/S rnwy clsd.
" University of Minnesota		11.5 NNE;hwy W					(ABANDONED)
" Victory		9 N;riv E					ABANDONED.
Montevideo	L	2.2 NNE;hwy W	1036	2	25	(F1)	Use strips.
Monticello	P	1.3 NNE;riv SSW	940	2	36-S5	F1	P-line S.Use strips.
(PC)Moose Lake	L	3.3 SW;lk W	1075	1	25	(F1)	
(PC)Mora	L	1.2 NE;lk N	1012	2	25		NW/SE Strip ruf,P-line SE.
Morris	L	3 SW	1134	4	31-S1	F1	P-lines N,NE. Use strips.
(PC)New Ulm	P	1.8 W;hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW;lk SW	1231	1	32-S3	F1	N blkd.Use strip. 91 oct avail on call.
Northome	L	2 NE;lk S	1427	2	20		
Onamia, Bay View	P	5 NE					ABANDONED.
Ortonville	L	1 ESE;hwy S	1095	2	24		
Oslo, Hoff	P	2.8 NE;riv W	800	2	20	F1	Use strips.
(PC)OWATONNA	P	2.9 NW;hwy E	1147	2	h35-BL4-S5-U	F2	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Park Rapids	P	1.7 SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F1)	P-line N. Use strips.
Perham	L	1.8 NW;hwy NW	1370	2	21		Rolling.
Pine River	L	1 WNW;RR NE	1313	2	20	(F1)	
(PC)Pipestone	P	1 SE;RR E,W	1736	2	h31-BL4-S5	F2	
Plummer	P	3.5 SSE;RR E	1120	1	22-S1	F1	
Red Lake Falls	L	3.5 NE;hwy W	1066	1	20		
(P)Redwood Falls	L	1.8 NE;riv 1.5 NE	1022	2	22-S1-W	F2	22-B-S1-W
(P)ROCHESTER	P	1.7 SSE;RR W	1041	4	h45-L2,3,4-S5-W	F3	Code bcn. P-lines N, E, NE.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERG ONLY). Very ruf.
Roseau	L	1.6 NW;riv E	1040	3	35		P-lines N,W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F1	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5 NNW;riv N	1039	3	h40-BL2-S5-W-U	F3	Ngt lndgs prohibited to SE.
(NG)St. Paul, Holman	P	1.5 SE;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE.
" Lake Elmo	P	10.2 ENE;lk W	925	2	h23-*L4-S1	F1	
St. Peter	L	2.4 NNW;riv E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE;riv W	1253	2	20-S3	F1	
Sherburn	P	2 WNW;hwy S	1300	1	21-S3	F1	P-line SE.
Silver Lake	P	3.2 NW	1050	1	26-S1	F1	Rolling.
(PC)Sleepy Eye	L	3.3 SSE;hwy W	1004	2	26		
(PC)South St. Paul	P	1.8 S;riv NE	820	1	h35-BL3,4-S5	F3	
Springfield	P	0.9 SW;hwy N	1073	2	22-S3	F1	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	F2	
Stanton, Carleton	P	0.7 NE;RR W	920	3	30-*L4-S1-U	F3	P-line NW, SE. Use strips.
Staples	L	1.5 NNW;RR SSW	1298	3	22		Use strips.
(PC)THIEF RIVER FALLS	P	3.6 S;riv W	1115	2	h37-B*L4	F2	Bcn, lgts on req after 2000.
Tofte, Gervais	L	1.2 NE;on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Triumph, Tri-Mont	L	0.9 S;RR E,W	1250	2	24	F1	NE,SE, NW blkd. Use strips.
Twin Valley	P	1 W	1050	1	26-S3	F1	P-line N. Use strips.
Tyler	L	1.4 NW;RR SW	1742	3	21	(F1)	P-line SW.
(PC)Wadena	P	1 E;RR NW	1350	4	32-S3	F1	P-line S,SE,NW.
Walnut Grove	P	0.5 SW	1240	1	22-B*L4-S5	F2	P-line N.
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F1)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F1)	
Wheaton	P	3 SW;crk N	1022	2	20-S1	F1	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC) WINONA	P	3.8 NW;riv N	656	3	h40-BL4-S5	F3	
(PC)Worthington	P	1.6 N;lk 1.5 SSW	1572	4	31-S5	F2	
NEW AIRPORTS (or airports out of alphabetical alignment)							
Stephen	L	1 NE	830	1	22		
Red Wing	P	2.5 NE;hwy N	770	2	21-S3	F1	P-line N.Ruf.Rolling. No Storage. Maj eng rprs only.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F1	Use strips.
Walker	L	5 NW;lk E	1364	1	46		
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
(PC) Minneapolis, Anoka Co.	P	12.5 NNE;hwy E	908	3	h37-BL4	F3	Ctn-newly seeded. Use rnwy.
St. James	L	2.3 E;hwy S	1068	1	27		Ctn-wet.
Melrose-Riverside	L	1.2 NW;hwy,s,riv N	1215	1	34	(F1)	Gravel pit NW end.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW;hwy E	239	3	30-(S1)	(F1)	AF contr flying. Student trng 0800-1700 Mon-Sat. W, NW blkd;p-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW;hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Baldwyn	L	0.5 E;rd S	380	2	14-(S1)	(F1)	Soft-wet.E/W Strip ruf.Cattle-fld.
Belzoni, Turner	L	2 SW;hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Beulah, Dossett	L	0.5 SE;hwy W	160	1	15-(S1)	(F1)	Soft when wet. Ruf.
Biloxi, Rogers	P	4 NNE	46	1	27	F1	Rgt tfc N.
(PC)Brookhaven, Ulmer	L	1.5 NNE;RR W	500	1	26		INACTIVE. NNE blkd. Soft when wet.
Canton, Lutz	L	1.3 NNW;RR E	290	1	24		E blkd. Rolling. Cattle on fld.
(PC)Charleston, Paynes	L	7 SSW;rd 1 E	158	3	22		Cattle on fld. Ruf.
(PC)CLARKSDALE, Fletcher	P	6NNE;hwy E	175	2	h40-BL4-S5	F3	NW/SE Strip clsd.
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-L4-S5	F1	S blkd. P-line W Sides of strips soft wet. Rnwy lgts until 2400.
Columbia	L	3 NNE;rd W	110	2	23		(INACTIVE-DANGEROUS).
Corinth, 7, MEM-TPA	P	5 WSW;hwy N	418	2	39-BL2		
Crosby		2.5 W;rd N					(ABANDONED)
" Municipal	P	1.2 NNE	315	1	31-BL4-S1	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S;hwy E	300	1	26-(S1)	(F1)	
MISSISSIPPI							
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	P	3.4 ESE	108	1	24	(F1)	SE blkd.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5 ESE;RR S	118	3	h40-BL4	F3	Student tfc 0800-1700 Mon-Fri. 2-way rdo rcrd for civil acft during AF opers. Rgt tfc rnwys 4,31,36. Use rnwys
" Abide	L	3 NNE	118	1	23-S5	F1	No Storage. Soft-wet.
" Cypress	P	2.4 SSW;hwy W	120	1	28-S3	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	P	4.3 E;hwy S	118	1	31-S5	F1	S blkd. Soft-wet. Ruf.
GREENWOOD MUNICIPAL	P	2.3 SW;RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(P) " Arpt	P	5.5 ESE;hwy 1 S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N;RR S	207	3	h51-S5	F3	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h70-BL4-S3	F3	Use rnwys.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-*L4-S5-W	F3	
" Glendale	L	5 NNW;hwy E	200	2	26		E blkd.
(PC)Hazlehurst-Copiah County	L	1.8 E;hwy N	460	1	24		
" Kaywood Plantation	L	8.2 SW;rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16-34R clsd to hvy acft. Use rnwys.
" North Jackson		6 NE					(ABANDONED).
Kosciusko	L	1 WSW;RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW;hwy SE	235	3	h50-B*L4-S5	F3	
Leland, Checker	P	3.6 SSW;hwy E	118	1	16-S3	F1	P-line N. No svcg Sun.
" Lakeview	P	1.5 SE;lk E	120	1	16-S3	F1	N blkd. Ruf.
" Tate	L	1 NNE;hwy E	119	2	13		Ditches across E/W Strip-unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE;rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S,W. Rolling.
Madison, Campbell	P	1.6 SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5 E;RR,hwy S	425	1	20	(F1)	P-line S. Cattle on fld.
(P)McComb-Pike County, 8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rgt tfc SW.
(NG)MERIDIAN, Key	P	3 SW;RR N,E	297	4	h70-BL,6-S5-W	F3	Hi-intensity overrun lgts.
" Downer	L	9 NNE;hwy E	480	1	h32		CLOSED. Cattle-fld.
Merigold	P	0.8 N;hwy W	142	1	16-S5	F1	No storage. Soft when wet.
Natchez, Air Park	P	2.5 NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-W-U	F3	
Newton, O'Keefe	L	1.5 ESE;rd N	363	2	22		Brush SE bndry. Ruf. Soft-wet. Use strips.
Nitta Yuma, Davis	P	0.5 SSE;RR W	115	2	19-S3	91	W blkd. Low spots.
(PC)Oxford	L	8 S;hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4-S5	F1	Cattle on field.
Perthshire	L	0.4 S;hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3 NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwy E	75	1	22		P-line N,S.
Pickens, Presley's	L	1 NNE;RR E	230	5	23-(S5)	(F1)	W,NNW blkd;p-line N,NE,E,S. Cattle-fld
Pontotoc, Spook		2 W;hwy N	440	2	13		(ABANDONED)
Quito, Kimbrough	L	0.4 WSW;hwy E	128	1	22		Caution cattle on fld.
(PC)Raymond, Williams	P	3.5 NNE;RR SE	244	3	h40-BL4		N blkd.
Ripley	L	1.8 W;hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Scooba	L	0.5 NE;RR W	250	1	23		P-line S. Ruf. Soft. Rolling. Cattle-fld.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
Starkville, Oktibbeha	P	8 ENE;hwy E	250	3	30-S5	F1	W blkd.
Tunica, Mocarter	L	7.5 NNE;hwy W	210	1	19		Soft when wet.
(PC)TUPELO	P	3 W;hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use runways.
Tutwiler, Strange	L	0.7 SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6 NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S1-W	F4	P-lines SE, SW, NW. Strips ruf.
Walls, Sanders		1.8 S;hwy NW					ABANDONED
Winona	L	1 SSE;RR W	370	1	27		Very ruf.
Winterville	P	0.5 W;hwy W	122	2	24-S5	F1	NNE/SSW short. E blkd. Soft when wet.
(PC)Yazoo City, Barrier	P	2 N;RR E	110	2	32-BL4-S3	F3	No storage.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Columbus, Waterworks AF Aux		4 NE					(ABANDONED).
(AF)Starkville	L	2.5 SW;RR NW	325				(CLOSED-CONSTRUCTION)
Bay St. Louis-Hancock Co.	L	2 W;hwy S	10	1	22		Ctn when wet. Use at own risk.
Benoit, Speakes	L	2.5 S;riv NW	135	1	43		
Columbus, Lowndes County	P	3.2 SE;hwy W	186	2	h40-BL4	F1	
Lyman, Woodome	L	3.5 WNW	40	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ★-New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Bismarck-Memorial	L	1 SE;RR N	1038	1	24-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1W;hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5 NNW;hwy E	590	2	22-(S1)	(F1)	E blkd;p-lines W, SW. Use strips. Unusable when wet.
Bowling Green	P	2.3 NNW;hwy E	882	2	22	F1	S blkd. Use strips.
(PC)Branson-Memorial	L	4 W	1053	2	22		W blkd. Ctn when wet. Use strips.
Brookfield, Browne's	L	2 W SW;RR 1 N	800	2	26		N blkd;p-line E. Use strips. Ctn-wet.
Brunswick, Elliott	L	4.3 NE;hwy W	700	1	12		Use strip.
Butler	L	2 N;RR W	870	1	26-(S1)-W		Use center of strip. Ctn-ditches Ruf.
(PC)Cabool-Memorial	L	0.8 NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	1 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
← Cameron	P	2 E;RR NW	1050	2	21-S1	F2	P-line N. Use strips.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf. Soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5 SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S;hwy E	1083	2	h20-BL4-S5	F1	P-line S. Use rnwy. strip.
Caruthersville-Memorial	L	1.4 SW;RR N	270	2	24-(S5)	(F3)	TV aerials NE. Use strips.
Chillicothe	P	3 ESE;RR N	780	3	h25-BL2-S5	F3	4000' strip Avail, P-line SW. Use rnwy
← Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h37-BL2-S5-W	F3	Clsd acft over 21,000 lbs. Shoulders soft. Use rnwys.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips.
DeSoto, Cole	L	8 S;lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4 SSE;hwy N	315	2	h45-BL4-S5	F1	Rgt tfc to N, NE. Use rnwys.
← Eldon-Model	P	0.9 NE;RR S	910	2	22-S1	F2	SSW blkd;p-line E ant W. Use strips.
Elmo	L	0.4 S;RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle-fld. Use strips.
Farmington	P	1 ESE;hwy N, E	920	3	32-B*L4-S5-W	F3	Rgt tfc N, ESE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	17-(S1)	(F1)	Use strips.
← Fulton	P	3 WSW	875	2	27-S1	F1	P-line N, NE. Use strips.
← Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	SSW blkd. Ruf, weeds. Use strips.
(PC)Gideon	L	1 SE;rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	P	3 WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE;lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.2 WNW	735	3	26-B-S3	F2	Use strips
Harrisonville, Mid West	L	3.4 S;hwy W	900	1	18	(F1)	Use strip. when wet
(PC)Hornersville	L	2 W;RR SE	270	2	h20		P-line N. 3500' N/S Strip avail. Use rnwy.
(PC)Houston-Memorial	L	0.8 NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
← Independence	P	4.5 ESE;lk SE	825	2	24-S5	F1	NE/SW strip soft-wet N/S strip ruf.
(PC)Jefferson City-Memorial	P	1.3 NNE;riv SW	546	3	h36-BL4	F3	4000' strip avail. P-line S.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h42-BL23-S5-W	F4	Use rnwys.
Kahoka, Montgomery	L	0.4 ENE;RR S	700	3	20-S1	F1	S blkd;p-lines S, NNW, SSE. Use strips.
←(P)KANSAS CITY	P	5 NNW; riv S, W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 7-25 clsd. Use rnwys. Take-off and lndgs prohibited on rnwy 17.
(AF) " Grandview		Arpt now Air Force installation.					
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F1	N, NNE, NNW blkd. Rolling.
← " Thirty First St.	P	4 E;RR E	756	2	24-S5	F2	Rgt tfc N. Use strips.
(PC)Kennett	L	1.3 ESE;hwy N	262	3	35-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	
Lamar, R.P.M	L	2 W;RR N	1050	2	h26		N blkd. Use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2-S5	F1	E, NE, S blkd. W 1000' E/W Strip ruf.
Lexington	P	3 NW;hwy NE	690	4	30-S5	F1	E, S blkd;p-line SW, W. Use strip. Soft-wet.
Linn Creek-Grand Glaize Memorial		See: Osage Beach, Linn Creek-Grand Glaize Memorial					
← Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Closed civil aircraft.
(PC)Marceline	L	1.3 N;hwy E	874	2	24		Use strips. N blkd.
(P)Marshall-Memorial	P	1.8 S;hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S Strip ruf.
Marshfield, Skyline	L	1 NE;hwy N	1500	1	19		P-line. Sign N. Ruf, rolling. Ctn-gophers. Use at own risk.
(PC)Maryville-Memorial	P	2.2 WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy. strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Mexico, Green	P	3.5 ESE;RR N, S	815	2	26-S5	F3	N6 Strip E end of fld clsd. W blkd.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F1	P-lines NE, SE. Use rnwys.
Monett	L	1 NE;hwy S	1392	2	27-S1	F1	Use strips.
Neosho	L	2.5 SW;hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2 ENE;RR N	882	2	h25-*L4-S3	F1	N, W blkd. 3550' strip avail. E/W strip soft when wet.
New Florence, Boone's	L	1.7 SSE;hwy N					ABANDONED.
Noel, Kenwood		2.4 SW;hwy 1 N					(ABANDONED).
Owensville, Depperman	L	0.7 NNW;hwy S, E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		Caution. Use strip
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use rnwys.
(PC) Poplar Bluff, Fields Mem'l.	P	4.3 E;hwy S	330	1	h40-S3	86	Use rnwys.
Portageville, Fuller	L	1.2 N;rd E	280	2	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S;hwy W	900	1	16		Caution. Use strip
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
← St. Charles	P	4.7 N hwy 1.9 ESE.	470	3	30-L2-S5	81	Use strips.
" Kratz	See: St. Louis, Mo., Kratz Airport under "NEW AIRPORTS".						
St. Clair Mem'l	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH, Rosecrans	P	4 WNW;riv SW	821	3	h60-BL4,6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8 NW;hwy W	558	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys testing.
" Meramec	P	12.5 SW;hwy S	450	3	25-S5	F1	Rgt tfc to W, S, SW. Use strips. Fri-auto
(N) " Smartt	L	22 NNW;hwy S	438	8	h20-S1	F1	Circular taxi strip clsd 0800-1700 Mon-
" Parks Metropolitan	P	3.5 SSW E St. Louis, Ill.	413	3	40-BL4-S5-U	F3	h16 rnwy avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5	F2	W blkd. Use gravel strip-wet. Rgt tfc E, N
Sedalia	P	6.3 NW;RR S	820	2	30-S5	F2	P-line S, SW, N/S ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E;hyw S	908	2	h20-B	F1	Use rnwy only. Turf soft.
(PC)Seymour, Owen	P	3 NE; Orchard SE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling ruf.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips
(PC)Slater-Memorial	P	0.8 WNW;hwy N	846	2	21		P-line N. Ctn-wet. Use strips.
(P)SPRINGFIELD	P	5.5 WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5	F1	Hvy aircraft use strips only. Fence W.
" McFarland	L	4 SSE;hwy E	1310	3	26-S1	F1	Rgt tfc. Use strips.
Stanton, Meramec Cavern	L	0.5 SW;hwy E	875	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5 WNW;bayou N	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	L	1.3 SW;RR NW	987	2	21		Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E;RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy strip.
Taylor, Doc's	See: Doc's Arpk under Quincy, Illinois.						
Trenton, Embry		5 SSE;hwy E					(ABANDONED).
Van Buren	P	3.5 NE;hwy W	560	1	24-S3	F1	Ctn in strong cross winds-down drafts. Use strips.
Versailles	L	1.7 ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Vichy, 60, AMA-STL	P	1.5 NNW;hwy S	1148	3	h55-BL4-W		Use rnwys.
← Warrensburg, Sky Haven	P	3.7 WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
(PC)Waynesville-Memorial	P	0.7 E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft-wet. Use gravel strip.
W. Plains, Sky Haven	L	2.4 NW;RRE	1102	3	22-(S1)	(F1)	W blkd. Rolling. Golf rng E. Use strips.
(PC)Willow Springs-Memorial	L	0.6 E;hwy S	1252	2	25	(F1)	SSW blkd;p-line N. Use strips.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip
Stanberry, Enyart	L	1.2 NNE;hwy W	1000	2	20		Cattle on fld. Soft when wet.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
(PC)Osage Beach, Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	
(PC)Excelsior Springs Mem'l.	L	1.6 ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Buffalo	L	0.6 NE;hwy W	1120	1	19		Use strip.
Hayti,	L	1.5 SE;rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
St. Louis, Kratz	P	16 NW	442	2	32-S5	F3	P-line S.
MONTANA							
Augusta	L	2.8 SSE;hwy W	4118	4	30		P-line W.
(PC)Baker	L	1.3 SE;lk N	2990	3	33-S1	F1	N blkd;p-line S, W, NW dams E, SE.
Basin Creek USFS	L	24 NE; Seeley Lk, in crk bend	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25 NNE Seeley Lk;riv S	4650	1	29		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips
Big Timber, 13-A, BLN-MPS	P	2.5 SSW;hwy N	4493	3	50-BL2-(S5)	(F1)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	4	h57-BL2,3,5-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Black Bear USFS	L	39 NNE Seeley Lk;riv adj E,S	4200	1	22		CLOSED.
Bozeman		0.9 N;RR N					ABANDONED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL2,4-S5-W	F3	
Brady, Woods	P	23.5 E;rd S,E,W	3350	4	24-S5	F1	
Bridger	L	0.3 W;RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwy NW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	L	0.6 W;RR N	2410	1	25-S3	F1	No storage.
(PC)Choteau	P	1.2 NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3 E;RR,hwy N	2424	2	26		Ctn-holes, Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W, Rgt tfc E, Ruf.
Condon USFS	L	19 E Ronan; riv S W	3690	1	27		
(PC)Conrad	P	1.2 W; rds N, S	3537	2	30-S1	F1	Caution when wet.
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet, Cattle-fld, P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1 E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Deer Lodge	L	1.5 W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL2		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	37-BL2-S3-W	F2	
Dixon	L	1.3 W;RR N	2510	1	25		Hill ENE. Soft when wet.
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5 ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportsman's	P	1 NW;hwy E,S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7 NNW;rd N,E	2680	1	30		
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
(PC)Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-*L-S1	F3	
Fort Peck	L	1.6 W;hwy S	2295	3	33	(F1)	
Frazer	L	0.7 NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2 WNW;hwy N	5300	1	32	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8 W Choteau;	5350	1	26		CLOSED, Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	3	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	3	45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY.
Gregson, Rainbow Skyport	L	1 N;RR F	5030	2	40		INACTIVE, ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	35		Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	No Storage.
Harlem	L	2.3 NNE;rd E	2560	3	24		Cattle-fld. Ctn-SW corner NW/SE strip
(PC)Harlowton	P	1.5 NW;rd S,W	4214	2	29-BL2-S1	F1	
(PC)Havre-City-County	P	4 WSW;RR 1 N	2580	3	h47-BL4-S5-W	F3	ARPT OF ENTRY.
(P)HELENA	P	1.9 ENE;hwy S,W	3882	3	h55-BL4-S5-W	F4	Rnwys 5-23, 7-25 rstd 35,000 lbs; Rnwy 11-29 rstd 70,000 lbs gross. Rgt tfc W, SW, NW.
" Herrin	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch.	L	2 SSE;crk 1 E	4420	1	20		Cattle on field.
Hinsdale	L	0.8 SSE;RR N	2180	1	21	(F1)	
Holbrook USFS	L	37 E Ronan; riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E;hwy W	2763	1	25-BL4		ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N;rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-S1	F1	Rgt tfc S, P-line NW.
(P) " FLATHEAD COUNTY	P	7.4 NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4209	4	h100-BL4-S5-W	F4	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S,W	2096	1	27-S1	F1	
Livingston	L	1.7 E;riv 1 W	4666	2	40-W		CLOSED
" Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4-S5	F1	Ruf.
Meadow Creek USFS	L	21 ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2631	2	h56-BL3,4-S5-W	F4	
(P)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
" Hale	P	2.3 SSW;hwy NW	3186	3	38-S5	F3	ABANDONED
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
Ninemile USFS	L	3 E of Stark	3363	1	23		
(PC)Opheim	P	0.2 W;RR S	3260	3	25		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE;RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	C	4.2 NW;riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W;rd N	2932	1	25		Unattended.
Poplar	P	0.6 NE;hwy S	2000	2	12-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW;rd N	5600	2	37-S3	F1	P-line Sw.
Richey	L	0.5 E;RR N	2490	1	20	(F1)	Ctn-gopher holes, Ruf, P-line W, (ABANDONED).
Richland		0.2 S;crk N					
(PC)Roundup	P	1.8 N;hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4		P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling.
(PC)Scobey	P	1 NW;RR S	2458	3	33-S1	F1	Ruf.
Seeley Lake, Double Arrow	L	3.5 SE;Crk W	4000	1	20	F1	Closed.
" USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)Sidney	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S,W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)	(F1)	Ruf. Cattle on fld.
Terry	L	1.1 SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE,RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B	F1	P-line S. Use rnwys. Ditches, vegetation,
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes.
Turner	L	0.5 NNE	3040	2	28		
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
(PC)Valier	P	0.6 S;lk S,W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)W. Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheel acft winter mos.
Whitehall, 36A, SLC-GTF	P	6.7 SW;RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		Wend E/W strip ruf. P-line E.
(PC)Wolf Point	P	3 E;hwy N,E	1980	2	38-S5	F3	
" Anderson	P	0.8 NW;RR S	2040	1	25-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical alignment)							
West Yellowstone, Watkins Creek Ranch	L	13.8 NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		blkd;p-lines E, SW. Ruf.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
Harlowton, Baxter	L	9 SSW;hwy W	4520	1	34		Use strip.
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
NEBRASKA							
(PC)Ainsworth	P	7.5 W NW;RR S	2580	3	h77-BL4-S5	F3	Use rnwys. FLD, E blkd. Use strip.
Albion, Packard	L	4 NW	1807	1	12-*L14-S3	F1	N/S Strip Abandoned, DANGER-SHORT
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5-U	F1	Use rnwys, Lgts N/S Rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	P	1.1 WSW	2160	2	20	F1	N blkd, Soft-wet. Use strips.
Arnold		0.4 NE					(ABANDONED).
Auburn	P	2.7 E;riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora, Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet. NE, E blkd.
(PC)Beatrice	P	2.5 N;hwy E	1318	4	h38-BL2-S5	F1	Use concrete rnwys only during winter
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld
Benkelman	L	1.2 NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	P	3 NNW;hwy W	1079	2	27-BL4-S5	F1	Use strips.
(PC)Bloomfield	L	2 SW	1673	1	23		Soft when wet.
Brainard		5.5 SW					(ABANDONED)
Bridgeport, Beyers	P	3 NW;RR S	3693	3	29-*L1-S3	F2	Use strips.
Broken Bow	P	2 N	2530	3	30-S5	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E;hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd;p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W;hwy S	3312	2	44-BL4-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE;RR S	3312	3	31		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2 NNW;dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E;hwy N	1600	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE.	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane, —New or revised data, U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC) Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip avail.
(PC) Cozad	P	1 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC) Creighton	P	1.3 ENE	1625	2	24-B-S1	F1	Use strips.
(PC) Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC) Curtis	L	2 ENE; crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC) David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Decatur, Eagleton	L	1 S; hwy E	1068	2	19		Ctn-cattle. Bldg E. Use strips.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER SHORT FLD). W blkd. Use strip
(PC) Fairbury	P	3 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC) Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-S1	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC) Fremont	P	1.4 WNW; hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-B-S5-U	F1	N blkd p-lines S, SW, W, NW. Use strips. Ruf.
(PC) Gothenburg	P	0.7 SE; hwy S	2557	2	29-B-S1	F2	Use strips.
(P) GRAND ISLAND	P	3.6 NE; RR 1W	1846	3	h72-BL4β-S5-W	F4	Use rnwys.
" Roush	L	2 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
Grant, Pankonin	L	0.5 WNW	3400	2	25-*L		S blkd; p-lines N. Use strips.
(PC) Harrison-Skyranch	L	0.6 NNE; rd S	4860	1	30		S, W blkd.
(PC) Hartington	P	1.8 SE; RR, hwy W	1383	2	26-S1	F1	Use strips.
(PC) Harvard-State	L	2.7 NNE-RR S	1817	3	h77-B		
(PC) Hastings	P	2.3 NW; RR 1S	1944	3	h40-BL4-S5-U	F3	Use strips.
(PC) Hay Springs	L	0.4 SW; RR N	3831	1	28-BL4		Use strips.
(PC) Hebron	L	1.4 S; hwy S	1441	3	31-(S3)	(F1)	
(PC) Holdrege	P	2 ENE; RR S	2310	3	34-BL4-S3	F1	P-line N. Use strips.
(PC) Humboldt	L	0.8 E; RR, riv S	993	2	21		P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P) Imperial, 17A, DEN-GRI	P	1 ESE; hwy S	3276	3	47-BL4-S3-W-U	F1	Use strips. Soft-wet.
Indianola, Kansas River District	L	1.8 N					ABANDONED.
(PC) Kearney	P	4.7 ENE; RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
→ Kimball	P	3 S; hwy E	4900	3	29-S1	F1	P-line N, NE. Use strips.
							Use strips. Ruf in spots.
(P) Lexington 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-S3-W	F3	P-line SW. Use rnwys.
(AF, N, NG) LINCOLN		Arpt now Air Force installation.					
" Arrow	P	4.8 NNE; hwy E	1160	2	23-*L3-S5	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	5	h25-B-S5-U		Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-*L-S5	F2	Church W. Use strips.
Lorenzo	L	0.6 WNW; RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
McCOOK	P	2 E; hwy S	2586	4	42-BL4-S5-W	F1	Use strips.
(PC) " - State	L	8.5 NNW	2784	1	h75		
(PC) Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC) Mitchell	P	1.6 S; RR S	3965	2	29-*L4-S5	F1	Use strips.
→ Mullen	L	1 W; RR adj	3220	2	h19-(S1)		Use rnwy.
Nebraska City, Grundman	P	1.1 SSW; hwys E	1060	1	22-S3	F1	Cattle on fld.
(PC) Neligh	L	1.5 SSW; hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC) NORFOLK, Stefan	P	3 SSW; RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P) N. PLATTE, Lee Bird	P	3.2 ESE; riv SW	2779	3	h55-BL2,4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Oakland, Dinklage		3.8 S; RR W					(ABANDONED).
Ogallala	P	2 W; hwy S	3250	aw	25-B*L-S5-U	F1	P-lines S, SE, SW.
" Lake McConaughy State	P	10.5 NW; lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	15-S1	F1	N blkd. Use strip. Ctn-strip short.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P) OMAHA	P	3.5 NE; riv E	982	6	h70-BL2,3,4,5,6 -S1-W	F4	Rnwy 17R-35L clsd. Rnwy 14R-32L rstd to under 10,000 lbs. Use Rnwys.
" Clear Ridge	P	5.2 NW; RR N	1248	3	28-S5	F1	Rgt tfc when wind from SE, S. Use strips
" Durand Sky Ranch	L	8.2 NW; hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N, Omaha	P	8 NNW; h wy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
" S, Omaha	P	8.5 SSW; RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2 NW; hwy N	2100	4	35-B-S5	F1	P-lines SE, SW, S. Use strips.
(PC) Ord	L	1.8 NW; RR E	2060	2	31-B*L14-S1	F1	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
→ Oshkosh, Buck	L	0.4 SW; hwy N	3400	1	27		E, SE blkd. Soft-wet.
Papillion, S. Omaha		See Omaha, South Omaha Arpt					
Paxton, Lierley	L	4.6 SSW	3220	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
→ Pender, Lampe's	L	0.7 NW; RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5 NW; RR, hwy S	4387	2	22		(EMERG ONLY). Rut, use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L1-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
→ Ravenna	L	1.5 SE; hwy adj SW					ABANDONED.
Red Cloud County Dam	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan	L	2 WSW; riv 1 S	1980	1	30		N blkd. Use strip.
(PC) Rushville, Modisett	L	2.4 NE; RR S	3750	3	30-S4	F1	Unattended.
(PC) Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
→ Schuyler	P	2.8 W; RR S	1368	aw	20-S1	F1	Aprt attended on call winters.
Scotia	L	1.6 W; riv E	1930	2	22	(F1)	N blkd.
(P) SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F3	Use rnwys.
(PC) Scribner-State	P	3.7 SSE; RR 1 NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P) Sidney, 50D, SLC-OMA	P	3 S; hwy N	4300	3	48-BL4-S5	F3	Soft-wet.
Stromsburg	L	1 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
Stuart-Atkinson		SEE: Atkinson, Stuart-Atkinson under New Airports					
(PC) Superior	L	2 N; hwy W	1720	2	31-(S3)	(F1)	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE; riv E	1035	1	26		N end low S blkd. Use strip.
Tilden	L	3.2 WNW; RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC) Trenton	P	1.2 NW; RR 1S	2840	2	26-BL4		P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED)
(PC) Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC) Wahoo	P	2.5 NE	1223	2	25-S1	F1	SW blkd; p-line SE. Use strips.
→ Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC) Wilber	L	1.3 WSW; hwy N	1368	2	23		P-line N.
Wisner	L	1 E; hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.
" Heller Air Ranch	P	5 SSW; rd S	1350	1	19-(S1)	(F1)	Use strips.
(PC) York	P	1.8 N; hwy W	1662	3	30-bL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC) Atkinson, Stuart-Atkinson	L	5.5 NW; RR S	2130	2	32		Use strips.
Enders-Dam	L	1 SE; RR NE	3130	1	26		Embank, S. Ctn-wet.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16		NW blkd.
Wakefield, Bressler	L	0.6 SE; RR NE					ABANDONED.
(PC) Arthur	L	1.3 WSW; hwy S	3700	1	27		Hill W. Use extreme caution.
Valley	L	1.4 W NW	1145	1	22-(S1)	(F1)	
NEVADA							
Alamo, Pahranagat	L	0.7 W	4300	2	26		Ctn-not maintd.
(PC) Austin	L	7 WSW; hwy SE	5728	2	h60		
Baker	L	2.3 SSE; hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
Battle Mountain, LeMaire	L	1 SW; hwy N	4514	3	30		N, NE, NW blkd. Use at own risk.
(P) " " 35, SFO-SLC	P	4 SE; hwy N	4533	2	h73-BL4-S1-W	F2	
(PC) Boulder City	P	0.6 S; hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC) Caliente	L	19.5 W; hwy N	4864	1	h64		Not maintained.
Carlin	L	1.8 NE; hwy S	4950	2	19		Ctn-winters.
Carson City	P	3.1 NE; hwy 1, 5 SE	4751	3	51-S1	87	WNW blkd; mtns NNE, ENE. Use strips Avoid easterly 1100' WNW/ESE strip.
Coaldale	L	0.6 WNW; lk W	4575	2	26		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW; hwy W	5600	1	35		
Dunphy-Ranch	L	0.5 NE; hwy SW	4600	1	26		Use at own risk.
" T-S Ranch	L	6.8 W; RR N	4850	1	21		Use at own risk.
(P) ELKO	P	1.5 W; RR S	5136	2	h60-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE.
(PC) Ely	P	3.5 NNE; hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
Fallon, Lahontan	L	1.4 SSW; hwy E					ABANDONED.
(PC) Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Ft. McDermitt		See McDermitt, Fort McDermitt Arpt under "NEW AIRPORTS".					
Gabbs	L	4 NW; hwy NE	4700	2	60		Ctn-not maintained, hazardous.
Gerlach	L	0.3 N; hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5 E Moapa; hwy S	1490	1	27	F1	SE blkd. Ruf.
(N) HAWTHORNE	P	1.7 NNW; hwy SW	4255	3	67-S1-W	F2	
(P) LAS VEGAS, McCarran	P	6.3 SSW; RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW; hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5 WSW; hwy NS	2580	2	50		
Lovelock	L	1.5 ENE, RR W	3986	3	37		
(P) " Darby 26A, SFO-SLC	P	9 SSW; RR, hwy W	3903	2	h55-BL4-S1-W	F2	

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEVADA							
Lund	L	0.5 NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
Manhattan	L	6.2 W;hwy W					(ABANDONED).
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of strips.
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h74-S1	F3	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
Oasis	L	3 SE;RR E	5728	2	31		P-line E. Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
Reese River Indian Agency, Reese River		7.4 NE of Ione					(REPORTED ABANDONED).
(NG)Reno	P	4 SE;hwy W	4404	3	h64-BL4-S5-W	F4	
" Skyline	L	2 NW	4823	1	33-(S5)		E blkd. Ctn-loose rocks. No sto. Soft-wet.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Cedars	L	17.5 ESE;hwy N	4850	1	27		Use at own risk.
" Nusse	L	18.2 ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks	P	0.6 N;hwy W					ABANDONED
" Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
" Reno Sky Ranch	P	See: Reno-Sky Ranch under New Airports.					
Stewart		0.5 W					(ABANDONED)
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Clsd winter. Use with ctn.
(P)TONOPAH	P	8 E;hwy N	5426	2	h89-BL4-S1-W	F1	
" Lambertucci	L	3.2 W NW;hwy S	5664	3	31		Rolling.
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-S1-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
" Pizen Switch		5.8 ENE;hwy N					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Denio	L	0.3 WSW;mtns NW	4230	1	27		Rolling. Use strip.
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3170	1	55-BL2,4		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(P)Fallon	P	2.5 NE	3965	2	h50-S1	F2	
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
Reno-Sky Ranch	P	10.9 NE; hwy W	4528	4	50-S5	F2	Ruf.
(PC)Jean	L	1 SSW;hwy W	2833	1	45		
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	470	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	L	7.5 N;riv W	1158	1	h50-(S1)		
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S1	F3	
Conway-Valley	L	0.6 W NW;riv NNE					ABANDONED.
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2 W NW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin	L	1.5 SSW;RR E	360	1	20		INACTIVE. Soft-wet. Rolling.
Hampton	P	1.6 N;RR W	80	1	21-S5	F2	Rolling.
Haverhill, Dean Memorial	P	4.1 NE;RR W	570	2	20-S3	F2	No Storage.
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		INACTIVE. S 450' soft, bare S blkd. Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling SSE blkd.
Jefferson, Rogers		2.2 S;hwy W					(ABANDONED).
(PC)KEENE, Dillant-Hopkins	P	2 S;RR W	482	2	h40-BL4-S5-U	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island. N,S blkd
(P)LEBANON	P	3 WSW	579	2	h40-BL4-S3-W-U	F3	WSW blkd. Ditches, gulleys at ends of strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld. NNE.
Merrimack, Webster	L	3.7 S;hwy E	195	4	24		Clsd Nov-May. E,W blkd; p-line S,E; bushes
NEW HAMPSHIRE							
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h32-BL2,4-S5-U	F3	300' unpaved overrun each ends of rnwys.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Rolling. Rgt tfc N. Only E side of strip usable
(PC)Newport, Parlin	P	2 NNW;riv SW	786	2	h20-S1-U	F1	
N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW;hwy E	320	1	20-S1	F2	Rgt tfc SE.
Plymouth	L	3.5 WNW;riv S	506	1	20		
(PC)Portsmouth	L	3 W	94	3			(CLOSED-CONSTRUCTION).
Rochester, Skyhaven	L	2.8 ESE;RR E	320	-	16		Rolling. Rgt tfc N.
Somersworth, Wayside		2.4 W;hwy F					(ABANDONED).
Warren, Morse	L	1 NW;rd adj NW	780	1	29		SE, NW blkd.
(PC)Whitefield	L	3 ESE;RR SW	1048	1	24-S1	F2	Mtn SE. Fuel on call winters.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580				(CLOSED-CONSTRUCTION).
NEW AIRPORTS (or airports out of alphabetical alignment)							
NEW JERSEY							
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Asbury Park-Air Terminal	SEE: Neptune Township, N.J., under "NEW AIRPORTS".						
Ashland, Echelon	P	0.8 SE;RR, hwy W	100	3	28-*L4-S5-U	F3	SE,S,NW blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S5	F3	Tower N.
Barrington, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	27-S5	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S,W	250	2	24-(S3)	(F1)	E,W blkd; p-line NW. Rgt tfc NW.
(A) BELMAR, Monmouth Co.	P	5.5 W;hwy E	180	2	h18-BL4-S3-U	F3	3800' strip avail. Shoulders soft-wet.
Blackwood	L	0.5 ESE;hwys W	65	1	27-S5	87	W blkd.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N,W	550	3	31-S5	F3	NE, NW blkd.
Bridgeport	P	0.8 ESE;hwy N,W	23	2	21-*L-S1	F1	Use NNW/SSE strip emergency only. Ctn-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" LiCalzi	P	1.3 S;rd NW	42	1	24-S5-U	F1	ESE blkd.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S3	F1	E,W blkd; p-line NNW,SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on Rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28-*L2	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N,S	100	2	26-*L4-S3-U	F3	SSW, WNW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No Storage.
Colts Neck	L	0.7 SSW;hwy E	100	2	24		CLOSED.
East Hanover, Hanover	See Hanover Arpt, under "NEW AIRPORTS".						
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E*	560	3	30-S3	F2	
" Budd Lake	P	3 ESE;hwy N	1080	3	18-S3	F1	NNE blkd. Rolling.
Hammonton	L	1.5 WSW;hwy SE	90	2	25-(S5)	(F3)	N,NW blkd; p-line SE. No sto. Soft-wet.
Hightstown	L	1.3 SW;RR NW					ABANDONED.
Keyport, Walling	P	0.8 SE;hwy N	34	2	18-S3-W	F1	N,S blkd.
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE.
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd; p-lines N,S,E,W.
Mahwah, Ramapo Valley		1.2 NW;riv SE					ABANDONED.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P)Millville	P	3.3 SW;rd NW	87	4	h50-BL4,6-S5-W	F4	Low altitude maneuvers military acft. VFR days. NE/SW, N/S rnwys not maintd.
Moorestown	P	1 NNE;rd N,W	70	3	20-S5	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	
Mt. Holly	L	1 N;track S					ABANDONED.
" Mahalchik	L	4 NE;hwy W	60	2	20		HAZARDOUS-WET.
(NG) NEWARK	P	2.5 SSE;RR s W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 clsd. FEE 2-way rdo rqrd.
New Brunswick, Hadley	P	4 N;rd N,W	100	3	26-*L4-S5-U	F3	P-line WSW, WNW.
" North Brunswick	P	2 SW;RR E	125	3	33-*L-S5	F3	E,SW, NW blkd; p-line NE,SE,W. No E tk-off.
(PC)Ocean City, Clarke	P	1.7 WSW;bay W	8	1	34	F1	Rgt tfc S,W.
Osbornville, Ocean Co.	P	0.25;crk S	18	2	27-S5	87	NNE, SE blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
Paterson, Murchio	P	4.5 WNW; hwy N	350	aw	28-S5	F1	
" Totowa-Wayne	P	4.8 W; RR W	185	1	26-S5	F1	No sto.
Pemberton	P	1 SSW; RR N	65	1	22-S5	F1	Clsd Oct-Apr; Ld at own risk NE blkd.
Pennington	L	2 ESE; hwy S,E	230	1	21		Closed, E blkd, Soft when wet.
← Phillipsburg	L	2.3 ENE; RR S	400	2	19		Rolling.
← Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd; brush SE. Rolling.
← " Sky Manor	P	1.5 SW; rd S	540	3	34-*L4-S3-U	F2	
← Princeton	P	2.8 N; hwy adj	160	2	23-*L1-S3-U	F3	SE blkd; p-line E.
← "-Nassau	P	2.3 S; hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield	P	2 W; rd S,W	100	2	24-*L4-S5-U	F1	W blkd. Soft-wet. Ruf. No sto. No 87 oct.
Readington, Solberg-Hunterdon	P	1 NNW; rd E,W	180	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S; hwy, RR E	80	2	26-S5-U	F3	N,S,W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Richland, Cavoli's	P	1.5 W; hwy N	100	1	26-*L4-S5	F1	
Robbinsville, Trentnn-Robbinsville	P	1 ESE; RR W NW	115	2	31-*L4-S5-U	F3	N blkd. Use strips.
Salem	P	1 SE; hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW; riv W	105	3	22-*L4-S5-U	F1	WSW, W NW blkd.
← Sussex	L	1.2 WSW; RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
TETERBORO	P	0.5 SW; rd NW	7	3	h45-BL4, 5-S5-W	F4	2-way rdo rqrd ngts, rcvr dayc. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission.
(PC) Trenton, Mercer County	P	5 NW; RR SE	211	4	h40-BL4-S5-U	F4	PC for Navy only. N/S rnwy clsd. FEE.
Tuckerton, Mathis	L	0.9 W; lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3 SSW; lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW; hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd; p-lines E, SE. Use strips.
"-Downstown	P	4.3 NE; hwy N	120	2	25-*L3,4-S5-U	F3	ESE, SSW blkd; p-line NNE.
(PC) WILDWOOD, Cape May Co.	P	6 WNW; RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer only.
(PC) Woodbine	L	2 SE; RR NE,W	39	3	h33		INACTIVE. Twin-eng acft use concrete Asphalt ext soft, broken.
Woodbury-Mantua	P	1.8 SSW; RR N	50	2	24-*L1-S3	F1	P-line N. Ruf, rolling.
Woodstown	P	3 NW; hwy N	100	2	19-S3	F1	N blkd, Rolling.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Hanover	P	2.8 NNE; riv E	170	1	25-*L4-S3	F1	
Neptune Township, Asbury Park-Air Terminal	P	4.5 W; hwy N	100	3	26-L4-S3	F1	Rolling.
NEW MEXICO							
Acomita, 64, LAX-AMA		7.8 W					(ABANDONED).
Alamogordo	◁	2.4 N bet RR's	4465	2	29-(S1)	(F1)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW; hwy S	4230	2	40	F3	CLOSED.
Albuquerque, Alameda	L	7.4 N; riv E	5069	2	37	(F1)	Ctn-loose sand. Use strips. Ruf.
" Del Norte	P	3.6 NE; RR W					ABANDONED.
" East Mesa		4.6 ENE					(ABANDONED)
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" West Mesa	P	3.8 W; hwy S	5129	4	63-*L4-S5	F3	Houses ENE.
Anton Chico, 79A, LAX-AMA	P	4, SSE; riv 2 SE	5281	2	43-BL2		
(PC) Artesia	P	4.2 W; hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf, Ctn-ditches.
Aztec	L	2.2 NW; riv 2, E,S	5700	2	30		Ctn-auto trails.
(P) CARLSBAD	P	6.1 SSW; hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N; hwy S,E	5420	3	33		Ctn-N/S,E/W strips ruf.
Cimarron	L	1 ESE	6537	1	34		
" Philmont Scout Ranch	L	2 SSW; rd E	6385	1	36		Antelope on fld. Use strip. Ruf.
(PC) Clayton	P	1.5 E; hwy N	5050	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE; rds W	5500	2	40		E/W strip ruf. Ctn-weeds.
Clovis, Hillcrest	P	2.1 E; RR S	4244	4	36		CLOSED. P-line S.
← COLUMBUS, 34, PHX-ELP	P	0.6 ESE; RR N	4024	aw	42-BL2-W		
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW; hwy SW	6429	3	57-BL2		Ruf for lgt acft.
Cuba	L	1 NNW; hwy N	7050	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle on fld.
Cubero	L	2.4 W; hwy S	6192	2	30		Mtn N; p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE; RR S	4810	3	23		Mtns SE, hill S. Use strips.
(PC) Deming	P	2.5 ESE; hwy N	4314	5	h81-*L4-(S1)	(F1)	Ctn-high weeds.
← " Center Aux	L	11 W; RR S	4444	1	h60		
" Cooper	L	2.7 S; hwy F	4300	1	25-*L1-S1	F1	Use strip.
Deming, South Aux	L	18.2 SSW; rd 1 E	4240	1	h60		Ctn-weeds.
Des Moines, Smith	L	15.5 E	6600	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6600	3	27		Ruf.
Drolet	L	0.9 W; hwy 1 E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N; rd W	9000	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW; lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Encino, Potter Ranch	L	0.9 NNE; hwy S	6100	4	27		Sheep on fld.
Engle, 10, ELP-PUB		2.6 E; rd N					(ABANDONED).
Espanola	L	8 NNE; hwy NW	6600	1	39		P-line E. Ctn-auto trails.
← Estancia, Chadwell	L	0.6 SW; rd N	6146	2	26		Cattle-fld.
Eunice	L	2.2 S NE; hwy E	3400	4	28		P-line E, NE, SE. Ruf. Cattle-fld.
Farley	L	0.5 SSE; RR N	6000	4	26		Cattle on fld. Ruf.
(PC) FARMINGTON	P	1.5 NW; riv 1.3 S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S; hwy N	6900	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC) Fort Sumner	P	1.5 NE; RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC) GALLUP, McKinley Co.	P	2.6 WSW; RR N	6467	1	h50-BL4-S1-W	F3	
Glenwood, Whitewater Mesa	L	4 NNE	5470	2	37		
Hagerman, Michelet	L	1.9 ESE; lk E	3410	1	24		P-line N, S.
" Moore	L	3.5 WNW	3450	2	26		NNE/SSW Strip ruf.
Hatch	L	9.4 WSW; hwy S	4569	3	36		Cattle on fld. Ruf.
(AF) Hobbs	P	6.7 NNW; RR NE	3707	4	h88-S5	F3	Ctn-flgt trng with B-25 conducted off base in tfc pat. adj Lea Co. Arpt. Aux Reese AFB.
" Aux # 4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W; hwy N	3659	4	h54-BL4, 6-S5-W	F4	See notice under Hobbs Airport.
Hope, Flying H Ranch	L	27.6 WNW	5140	2	28		Ctn-auto trails. Ruf.
(PC) Jal-Lea County	L	2.4 ENE; Rd S.	3110	1	h36		
(PC) LAS CRUCES	P	8.5 W; hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE; RR, hwy 2 W	6866	2	h64-BL4-S5-W	F3	Clsd to Air Carrier operns. Hazardous to acft over 12,500 lbs. Ctn-holes, ruf. Use rnwys.
" X-C Aero		2 E; rd N					(ABANDONED)
(PC) Lordsburg	P	1 SE; RR, hwy N	4286	2	82-S5	91	P-line WNW. Use strips.
← " Kuykendall	L	0.8 NNW; hwy E	4213	3	28		strips. ENE, SE blkd. Ctn-weeds, holes. Use.
Lovington	L	0.8 E; RR W	3985	4	36		N,S,E blkd; p-lines NE, NW, SW, W.
" Hobbs	L	13.4 ENE	3650	2	h70		
Magdalena	L	0.8 N; RR S	6572	3	48		SSW, WSW blkd; p-line SW; mtns NE, ENE. Ctn-loose rocks.
Manuelito		2.4 NNE; RR SE					(ABANDONED).
Maxwell	L	1.7 N; hwy E	6000	4	39		S,SE blkd; ditch SW. Use N/S, NE/SW strip in emerg only. Ruf.
Mesa	L	0.5 S; hwy NE	4900	3	19		Cattle on fld.
← Milnesand, Flying M Ranch	L	0.4 NNW; hwy E	4200	3	18		Use strips.
Moriarty, Longhorn	L	8.3 ENE; hwy N	6312	2	33		P-line N.
Mosquero, Tequesuite Ranch	L	10.8 NE; riv E	4600	3	25		
← Mountainair	L	1.1 NE; hwy S	6500	3	28		N blkd; p-line S.
← OTTO, 74, LAX-AMA	P	6.8 NNE Moriarty	6226	3	41-BL2-W	F1	Ctn, lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W,SW blkd. Use caution. Ruf.
(PC) Portales	L	2.2 W; hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE; RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S; hwy E	4600	4	20		P-line E. Cattle on fld.
← Quemado	L	0.3 SE; hwy N	6850	1	18		NNE, NW blkd.
(PC) RATON, Crews	P	11.5 SSW; hwy NW	6352	3	h55-BL4-W		N/S rnwy abandoned.
" Eagle Tail	L	2.8 S; hwy W	6580	4	43	(F1)	Atnd wk-ends Aug-Sept. Stock-fld. Ruf. Use strips.
Reserve	L	0.5 SW	6400	2	37		Mtns S, ESE, WNW. Use strips.
Rodeo, 28A, PHX-ELP	P	7.3 NNE; rd S					ABANDONED.
(P) ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " # 3	L	18.7 S	3712	3	h70		Weeds.
(PC) Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N,S.
San Jon	L	0.6 NE; RR, hwy S	4100	2	27		Caution-cattle on fld. Ruf.
Santa Fe (Old)	P	6.3 SW; hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8 WSW; hwy 2 E	6344	3	h63-BL4-S5-W	F4	
" Eagle		3.7 SSW; RR SE					ABANDONED
Shiprock, Indian Service	L	1.6 SSW; hwy W	5100	2	40		end N/S rnwy. Stock on fld.
(PC) Silver City-Grant County	P	11.5 SE; RR 1 E	5443	2	55-BL4-S1-W	F3	Ctn-erosion, ruf, soft.
Socorro	P	2.5 S; hwy E	4796	1	h58-BL4-S1	F1	Unlgtd knoll S.
Springer	L	07 NE; lk 45 NW	5835	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W; hwy S	6450	1	30		Caution-weeds.
Taiban, Ft. Sumner	L	9.8 N; hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos		1.7 SSW; hwy NW					(ABANDONED)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Taos, Zia	L	4.5 WSW;hwy E	6890	3	47		Sheep on field.
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W		Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E;hwy S	4063	4	h51-BL4-S5-W	F4	Use rnwys.
Vaughn	L	1.3 SE;hwy E	6000	3	25		P-line NNW. Rolling Cattle fld. Use strips.
NEW AIRPORTS (or airports out of alphabetical alignment)							
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft.
Mogollon, Negrito	L	17.5 NE	8000	1	43		P-line adjacent strip.
← Grants	P	2.9 NW;RR,hwy NE	6520	1	h53-B*L4-W	F1	
Cambray, Burris		5.2 N;hwy S	4000				(ABANDONED)
Santa Rosa	L	5.4 NW;hwy 18	5100	3	27	(F1)	
Chaperito, Park Spring	L	8.5 SSE;riv N,F	8 00	3	36		Mtn NE. Cattle on fld.
Hatch Municipal		W SW;rd SE	4120	1	26		
Antelope Wells	L	5 SSW;rd E.	4900	2	34		Rnwys 11-29, 8-26 clsd-const.
(AF)Albuquerque, Kirtland AFB	P	3.8 SSE	5330	4	h102-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
Mosquero, Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Tatum, Lea County		2.5 E		1	h30		
NEW YORK							
Accord	L	0.7 N;RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W;hwy S	260	1	16		ESE blkd.
Afton, Page		1.7 NE;lk SSW					(ABANDONED).
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY. S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE;RR NE	80	2	h42-L4-S5-U-W	F4	P-line NNE. Rgt tfc E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola		1.4 N;hwy W					(ABANDONED)
← Arcade	L	2 N;rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-S5-U	F3	N blkd. FEE when no gas purchased.
Auburn		3.7 NNW;RR IE					(ABANDONED)
(PC)Ballston Spa	L	3 N;crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-65	F1	No storage.
(PC)Batavia	P	2.4 NNE;rd W	910	2	30-S3	F3	
Bayport, Davis	P	1.3 NNW;RR SE	40	2	27-*L4-S5	F1	FEE when no gas purchased. Rgt tfc N, NW
← Bethpage, Grumman	L	0.5 W;RR NE	119	1	h66		(RESTRICTED TO FACTORY USE). P-line E. Rnwy 6-24 clsd.
← Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4, 6-S5-W	F4	Use rnwys.
← " Tri-Cities		SEE: Endicott, Tri-Cities					
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	3	28	F1	ENE, ESE blkd.
Brentwood, Bender Brentwood	L	1 ENE;RR N	85				CLOSED-CONSTRUCTION
(P)BUFFALO	P	6.1 ENE;RR NE	711	4	h58-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N, SW. Use rnwys.
← " Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W;RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Atnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-B-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	2	24-*L-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
← Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW Strip closed.
Clayton, Sunnybrook		3.4 S;rd E					(ABANDONED).
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S;riv NE	915	1	14		
← Commack, Carli Sky-Ranch	L	1 S;rd E					ABANDONED.
Cooperstown	L	1.4 NNW;hwy S	1660	2	18		(CLOSED TO TRANSIENTS-$10-50 FINE). Rnd.
Corinth	P	1 SW;crk NW	620	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	360	1	14		
(P)Dansville	P	1 NW;hwy SW	682	2	h40-BL2-S5	F3	P-line N. purchased.
Deer Park	P	0.8 E;rd W,RR N	78	3	22	F3	NW,SE blkd; p-line NE. FEE when no gas
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		CLOSED. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Duanesburg	P	0.15;hwy N	710	1	20-83	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)DUNKIRK	P	3 E;RR S	692	2	h40-BL4-S1		
← "Werle	P	1.8 ENE;crk E	640	3	29-83	F1	ESE/WNW Strip closed. P-line SW.
East Amherst, Steffen	P	3.5 N;hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	L	0.5 WSW;hwy E	260	1	43		Do not cross hwy on strip xcpt emerg. S blkd; p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W;RR S	40	3	26-*L1-S5-U	F3	P-line NNE. Rnd.
Elba	L	0.2 SE;RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld, obst lgtd.
" Harris Hill GliderPort	L	5 NW;RR N	1700	1	18		CLOSED to all xcpt soaring planes.
← Endicott, Tri-Cities	P	3 W	832	2	h35-*L2-S5	F3	
Falconer	P	0.5 NNE;RR W					ABANDONED.
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		(CLOSED-RESTRICTED TO FACTORY USE). Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc lndg Rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-S3	F1	
Fowler, Ryder's	L	0.3 NE;RR SE	580	1	17-*L-(S3)	(F1)	
← Fredonia	P	3.5 W;RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	
" Airpark		1 W;lk SW					(ABANDONED)
" Granby	C	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd wk-ends only. No storage
Gardiner	L	0.5 S;riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	P	3 S;lk E	550	2	25-S3	F3	
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, wk-ends. No storage.
(P)GLENS FALLS, Warren County	P	2.8 NNE	328	2	h40-BL24-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3 NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N;RR W	420	1	16-*L4-S5	F1	
Greene	P	2 SSW;riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE;rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE;RR E	865	2	17	F1	E, S, W blkd.
Hamburg	L	2 NNW;hwy NW	722	1	h22		CLOSED. Use at own risk.
← Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N;hwy E	1360	1	18		Rolling, rocky.
← Henrietta, Hylan	P	2 NNW	525	2	26-S5	F3	P-line NW.
Herkimer, Hayduk		0.6 SSW;RR N					(ABANDONED)
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Honeoye Falls		0.8 SW;RR E					(ABANDONED)
Hornell	L	3.5 NNW;pond S	1170	3	24-S5		Hills N, ESE.
Hudson Falls		1.3 NE;hwy W					ABANDONED
Interlaken	L	0.5 S;RR NE	900	1	14		NW blkd.
(PC)Islip, MacArthur	P	6 NE;RR N	98	3	h50-BL4,5,6-S5-W	F4	No storage. Rnwy 10-28 clsd nqts. Rdo rcvr rqrd. Use only rnwys.
← Ithaca	P	1.3 NW;RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
" Cornell University	P	4 NNE;RR 3 SE	1098	2	h36-BL4-S3	91	No storage. N/S strip rnd.
" Sun Downs	L	3.1 N;lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-B*L4-S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FIELD). E blkd.
Keene, Marcy	L	2.5 S;riv E	1000	1	18		Hill N. Caution-rnd.
Keeseville	P	1.4 S;hwy W	490	1	20-S1	F1	S blkd.
(PC)Kingston-Ulster	P	2.7 N;RR E					ABANDONED.
Kirkville		0.3 W;RR N					(ABANDONED)
Lake Placid	P	2 SE;hwy S	1750	2	35-S1-U	F3	
Lakeport, Oneida Lake	P	0.4 WNW;lk N	390	2	17-S3	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E;crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE;lk 1 S	1700	2	30-*1-S1		Atnd summer only.
Livingston Manor	P	0.8 SE;hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
← Lockport, Graf	L	2.8 N;hwy E	380	3	20-(S5)	(F1)	NW blkd.
Mahopac	L	2 WNW;hwy S	685	1	20-(S3)	(F1)	Atnd wk-ends only. SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W;hwy S	791	2	h40-*L4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pletyridge	L	2.9 NE	1580	1	14		
Massapequa, Fitzmaurice		1.5 ENE;RR S					(ABANDONED)
(P)MASSENA, Richards	P	2.2 E;riv SE	205	2	h40-BL4-S5-W	F3	ARPT OF ENTRY.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60-S5	F1	No storage.
Mattituck	P	0.8 ESE;bay S	30	1	22-*L-S5	F3	
Medina	L	3 W;canal S	600	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NW;hwy E	630	1	17-61	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N;RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
" Starhaven		1.3 NW					(ABANDONED).
Millbrook, Van Alen		7 NE;hwy S					ABANDONED.
Millerton	L	1.5 N;pond NE					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Montgomery	L	1 SW;RR E	393	2	39-(S1)	(F1)	Atnd wk-ends only.N blkd;TV ant. NNE.
Monticello,Sullivan Co.	P	1.4 S;RR E	1500	1	36-S5	F1	SE blkd.
" The Ranch		4 ENE;riv E			2		(ABANDONED).
Montour Falls,Martin	L	1 NE;RR W	460	1	20		
Mt. Morris		1.2 S;RR NE			ABANDONED		
Newark		1.3 NNW;RR N			ABANDONED		
New Baltimore,Farley's	P	1.8 S;riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh,Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FIELD).
New City,Christie	P	1.5 N;hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz,DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FIELD),Soft-wet.
New York,Donovan-Hughes		14 SW Empire State Bldg.					(ABANDONED) (AF,NG)
" Flushing	P	8 ENE Empire State Bldg.	4	aw	26-*L1,3-S5-U	F3	Major eng rprs only.SW, SSW blkd.Rgt tfc N,NW;turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg.	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE.Clsd to mil acft xcpt those carrying high govt offls. No 80 octane avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg.	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd.FEE.Dikes N,E.Clsd to acft 105,000 lbs.Clsd to motorless acft.
" Richmond County	P	15.7 SW Empire State Bldg.	10	2	22-S3	F2	SE blkd. ruf.
" Rockaway	P	15 SE;ocean S	20	4	27-S3	F4	S blkd;p-line SE,SW.FEE. S end N/S strip.
" Staten Island	P	15.5 SW Empire State Bldg.	45	2	h35-S5	F2	N/S Rnwy clsd Sat,Sun to 1200.N & NW rnwys clsd at intsxns.Use grass for taxing.Tfc is left all rnwys.
(H,AF,NG) NIAGARA FALLS	P	5 E;RR 1.4 N	590	5	h76-BL4,6,7-S1	F4	N/S Rnwy clsd to nvy traffic 2way rdo rqrd. Jet opern,150,000 lbs on 27R-9L only.
" Colonial Village	L	5 NE;RR S	625	2	23		S blkd.
North Tonawanda,County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE;RR SE	580	2	33-*L1-(S5)	(F1)	E,W blkd. Glider towing vicinity.
Northville, Plateau	L	2.5 E;crk S,W	1040	2	24		
Norwich, Eaton	P	2.5 N;RR,riv E	1019	3	24-*L4-S3-U	F3	NE end NE/SW strip ruf.S apch rqrd on NE,SE apchs.
Norwood, Reagan	L	1.8 WSW;RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE;riv N	1440	1	30-L4-S3	F3	Minor eng rprs only.P-line W.
" Midway	P	2.7 W NW;RR S	1510	3	18-S3	F1	Minor eng rprs only.
Oneonta	P	1.5 W;RR S,SE	1100	3	26-*L1-S5	F3	W,NNE blkd;brush E.Use rnwys.
(A)Orchard Park	Field now Army Installation.						
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only.E blkd.Ruf,Cattle-fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post,Costa's	P	2.7 NW;RR SSW	960	1	22-(S3)	(F1)	Rgt tfc E. No storage.
Palmyra	L	1 N;canal S	460	1	23-(S5)	(F1)	
Penn Yan	P	1.1 S;lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3 WNW;hwy N	1555	2	21-B*L-S5	F3	NNE blkd.
Pine City,Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford,Brizee-Harmon	L	2 E;RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW, blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURG	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	CLSD WINT. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E;hwy S	460	1	20		CLOSED-wet holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S;crk NW	166	2	h34-*L24-S5-W	F4	Rot. bcn. 0.5 NE.
Prattsville	L	1.5 SSE;hwy E	1200	1	15-(S3)	(F1)	No storage.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends, No sto.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Clsd winters.
Rhinebeck, Cozine		0.5 SE;hwy NW					(ABANDONED)
Richfield Springs,Davis	L	3 SSW;hwy W					ABANDONED.
Richland		0.6 NE;RR SW					(ABANDONED)
Ripley	L	1.4 W NW;lk NW	650	3	22-S1		P-line NNW.
Riverhead		4.1 NW					(ABANDONED)
(P)ROCHESTER-Monroe Co	P	3.7 SW;riv SE	560	5	h50-BL4,5-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd ngts.
" Genesee		6 S;RR N					ABANDONED.
" Hylan					SEE: Henrietta, Hylan		
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
Salamanca		1.6 W;riv N					(ABANDONED).
(PC)SARANAC LAKE	P	5.2 NW;RR NW	1654	3	h40-B*L4-S1-W	F3	clsd.
Sayville	P	2 N;rd S	50	4	30-*L1-S5	F1	ENE,WNW,blkd;p-line E. FEE. N/S strip
Schenectady, Intercity	P	3.6 SSE;RR NE	340	1	24-S5	F1	NW blkd;p-line SW.Ctn-ruf, perm.clsd.
(NG) " -County	P	3 N;RR SE	362	3	h50-BL4-S1	F4	Svcg on request 2300-0700. Rnwy 2-20
Schuylerville, Garnsey's	P	2.1 S;riv E	100	1	31-S3	F1	No sno.S blkd.Comb.opers with seaplane base.
Scotia, Van Valkenburg	P	3.5 W;riv W SW					ABANDONED.
Selkirk	L	0.7 W;hwy E	160	2	20		INACTIVE.P-line E.
Seneca Falls	L	2.2 SSE;rd W	490	3	28		Soft when wet.
Shelter Island,Westmoreland Farm	L	1 WSW	20	2	21		
Sherrill	L	1 N;crk S	540	1	22		
Sidney	P	1 WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S;hill SW
Slingerlands,Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Smithtown Branch-Smithtown	L	3 SW;hwy S	50	2	21-S3	F2	No storage.SE, NW blkd.
Spring Valley,County	L	1 E;RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE.
Star Lake	L	0.7 S;lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
SYRACUSE, Hancock	P	5 NNE;rd N	419	3	h68-BL4,6-S5-W	F4	2-way rdo rqrd.
" Nedrow		SEE: Nedrow, N. Y.					
Ticonderoga	L	2.7 NNE;rd E	210	2	32		Ruf.Mtn W to NW.
Troy	P	2 SSE;hwy W	325	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW;hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8 W NW;RR NE,NW	742	2	h50-BL4,6-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W.Break on N/S strip.
Victor-Farmington	L	3.2 ESE;RR 1 SW	635	2	18-(S3)	(F1)	W blkd. No storage.
Walden,Newburg-Walden	P	2.2SSW;riv W	404	2	30-*L4-S3	F3	WNW blkd.
Wallington,Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
(PC)Wallkill, Ulster County		3 NW;bet rivs					ABANDONED.
Warwick	P	4.5 NE;RR NW	540	2	24-S5	F1	
Waterloo	L	1 E;bet RR's					ABANDONED.
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F3	ARPT OF ENTRY. Use rnwys.
" Bradley	L	2 N;RR E	435	3	25		CLOSED. P-line W, SW.
Wellsville,Crowner	L	1 W;riv E,NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	P	2 S;hwy E	285	3	18-S1	F3	NE/SW Strip closed.
(NG)WHITE PLAINS,Westchester County	P	4 NE;lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville,Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE;RR SE	560	4	29-S5	F1	N,NW blkd;mtns E,S,SE.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E, S	380	1	25		Rolling.
Gloversville, Glove City	L	1.5 NE;hwy S	860	1	20		Mtns N.
Linlithgo,Webber's	P	0.8 SE	175	2	13-*L-S3	F1	SE blkd.
Weedsport,Whitford's	P	2.4 NNE;RR W	390	2	20-S3	F1	S blkd.
Nedrow	P	6 S	520	1	21-S3		N blkd.
NORTH CAROLINA							
Aberdeen	L	1.2 W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie-Moto	L	3.3 N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5 ESE;RR SW	585	1	37-*L-S3	F3	Rgt tfc NE.
Andrews-Murphy	P	2.2 W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
Asheboro	L	1.8 SSW;RR E	864	1	24		Closed.
(P)ASHEVILLE, Hendersonville	P	11.5 SSE;RR WNW	2103	3	h41-BL4-S5-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW;riv S,E	1979	1	30		E,W blkd.Rgt tfc E.
(PC)Barco Flight Strip	L	2.4 W	19	1	h40		8000' strip avail.P-line SW.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42-S1-W	F1	
Black Mountain	P	1.8 WSW;lk NW	2268	1	34-S5	87	Rgt tfc W&W.
Bladenboro	L	0.7 NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW.
Burgaw	L	1.2 W	30	1	22		ENE blkd.
(PC)Burlington	P	4 SW	638	3	h37-*L4-S5	F3	S blkd, N/S strip soft-wet.
" Fairchild	P	1.5 E;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1 E;hwy N	710	1	21-(S3)	(F1)	
Carolina Beach		2.2 NNW					(ABANDONED)
Chapel Hill, Hogan	L	2.8 NW;hwy E	530	1	20-(S1)	F1)	SSE blkd.Rolling.
(PC) " Williams	P	1.3 NNW;lk NE	502	3	49-S1	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F3	P-line SSE.
" Cannon	P	3 WNW	788	3	23-*L1,3-S5	F3	P-line NW.
" Delta Air Base	P	6.7 E;RR N	750	2	28-S4	F3	NW blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
(SC)CHARLOTTE,Douglas	P	5.5 W;hwy N	748	3	h75-BL4,5,6-S5-WF4		Unlgtd trees in apch zone.
" Plaza		5 NE;RR N					(ABANDONED).
China Grove	L	2.5 E;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S3	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
" Coley	L	2 SW					ABANDONED.
Creswell		0.5 N					(ABANDONED).
Draper,Tri-City	L	1.2 W	560	1	26		ENE blkd. Rolling.
Durham, Bryan	L	8.1 NE;riv N	310	2	26		NE blkd;p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR,hwy S	700	1	36		SW blkd,N side soft.
Elizabeth City	L	4 SW	15	3	28	(F1)	
Elkin	L	3 S;hwy E	1100	2	24	F1	
" Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	L	1 SW;riv W	195	1			CLOSED-NOT MAINTAINED.
(PC)FAYETTEVILLE,Grannis	P	4 S;riv 2 E	188	3	h48-BL4-S5	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	P	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	P	1.3 SW	820	1	h16-S5	F1	NE end ruf,P-line SW,NE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd.Ruf.
(AF)GOLDSBORO,Seymour Johnson		Arpt now Air Force Installation.					
Greensboro, Air Harbor	P	7 W;lk S	822	1	16-S3	F1	No storage. Ditch E end.
(A) " -HIGH POINT	P	8 WNW;hwy SW	913	2	h45-BL4,5-S5-W	F4	Used by NG.
(PC)Greenville, Pitt-Greenville	P	1.8 NNW;riv W	25	3	h50-S1	F1	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
(P)HICKORY	P	2.2 W;riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	P	2.5 SSE;RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S3	F1	2800 ft. strip available.
Julian, Gilmore	L	0.6 SE;RR N	760	1	13		N blkd.
Kannapolis	L	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7 NW;RR,hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain	L	3.5 SW;RR SE					ABANDONED.
" " Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school.Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval.Lmtd svcg facs.
" Jackson	L	3.7 SW;crk W	40	2	25		Rd SW end of strip.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F2	
Liberty		1.2 SE					(ABANDONED).
Lillington	C	1 NNE;hwy W	210	2	20-(S1)	(F1)	E,NW blkd.
Lincolnton, Burris	L	2.2 SW;RR SE	960	1	11		(HAZARDOUS-SHORT FLD). Ruf.
" Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd.N/S strip short,ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5	F3	
Marion	L	2.3 N;riv N	1211	1	18		INACTIVE
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23-S1	F1	E end soft.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F1	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
" Miller's	L	4.8 ENE;hwy N	875	1	18		E side of strip hazardous. No storage.
Morganton-Lenoir	L	7.5 NE Morganton	1263	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mount Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mount Holly	L	2.8 NW;RR E	850	1	20-(S3)	(F1)	Atnd Sat, Suns, Evenings only. No storage
Nags Head, Hotel Carolinian		3 NW					(ABANDONED)
(P)NEW BERN, Simmons-Nott	P	2.5 SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3 WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling.
Plymouth,Mayo		1.5 NE;RR E					(ABANDONED).
Raeford, Upchurch	L	0.5 NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F2	P-lines SE,W.
(P) " -DURHAM	P	10.5 NW;hwy NE	435	3	h45-BL4,5,6-S5-W	F4	Use hard surface-slick when wet.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE, SW blkd, Ruf.
Reidsville		3.2 SE				F1	ABANDONED.
" Warf	P	3.8 SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids,Halifax Co.	P	5 SW;hwy N	250	3	32-*L4-S3	F1	Lndg areas only 3030' ngts.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S1	F1	
(P)ROCKY MOUNT	P	2.3 N;RR E	97	2	h40-BL4-S5-W	F3	P-line SSE.
Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	23-S1	F1	NE,SW blkd.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Shelby, Byers		3 SE					(ABANDONED).
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINE, Pinehurst-Southern Pines	P	4.5 N;hwy W	465	2	45-B*L4-S5	F4	
Spindale, McDonald	L	1.2 SSE;hwy W	1000	1	18		INACTIVE. P-line S. Ctn-steep grade.
" Rutherford	L	1.5 SSE;hwy N	1012	1	17		Road crosses strip.Ctn-ruf.
Stanfield	L	1.3 N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6 WSW;RR ESE	991	2	37-B*L4-S5	F3	
Sylva	L	2.9 NE;RR SE	2179	1	22		NNE,SSW blkd.Rgt tfc NNE,SSW.
Tarboro	P	2 ESE;riv NNW	50	1	27-S1	F1	P-line NE; fence SW.
Thomasville	L	3.5 ESE					ABANDONED.
Wadesboro	L	3.7 NNE;RR W	220	2	19		Ctn-ruf.
" W & L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace	L	0.8 N					ABANDONED.
(PC)Washington	L	1.8 N;RR SW	38	3	h50	(F1)	Rgt tfc Rnwys 23,29,35.
White Lake Beach	L	0.2 NW	75	2	18		INACTIVE.N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use Rnwys.
(PC)Wilson	P	4.2 NW;hwy E	161	3	h45-*L4-S5	F3	
Windsor, Spivey	L	2.3 S;hwy W	17	1	17-(S1)	(F1)	WSW blkd.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8 NNE;hwy W	969	4	h66-BL4,6-S5-W	F4	
Yanceyville, Caswell	L	3.2 W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5 NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Woodville	P	1 mi W;hwy S	15	3	19-S1	F1	F-lines SSE,S.
Dunn	L	2.7 N;RR E,W	215	1	25	(F1)	
Belmont	L	1.3 NE;riv E	650	1	20-(S3)		P-line WNW. Ruf, rolling.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Wallace,Pea Lin	L	1 SW	31	1	20		
NORTH DAKOTA							
Alamo	L	0.5 SE;lk NE	2000	2	21-*L	(F1)	Hills S.
Alkabo, Westby	SEE: Westby, Montana						
Aneta		0.5 W NW;lk W					(ABANDONED).
Ashley	L	1 SE	2030	2	40-L2		
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	F1	
Beach	L	0.8 NNW	2814	2	30-(S1)	(F1)	ENE blkd.P-line SE.Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F1)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd;p-line S, SE.
(P)BISMARCK	P	2.5 SSE;RR ENE	1653	4	h52-BL4,5,6-S5-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	P	1 N;RR W	1645	3	30		F blkd;p-lines SE, W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F1	P-lines N,NE,NW. Major eng rprs only
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Braddock, Rambough Bros.	L	0.7 NE	1950	3	19		Rolling.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N, S blkd.
Butte, Air Valley	L	1 SW;hwy N	1765	2	18		Rolling.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW.Use strips.
(PC)Carrington, Matheny	L	1.3 W;RR N	1610	3	29-(S1)	(F1)	Ruf, holes.
(PC)Cavalier	L	0.7 SSW;hwy E	889	1	21	(F1)	300'SE end unusable.
(PC)Columbus	L	0.7 SW	1930	3	26-(S1)	(F1)	E blkd.
" Bonsness	L	4.8 SSE	2000	3	21		P-line SW;hill S.
Cooperstown	P	1.5 SE;RR W	1428	3	26-S5	F1	
Coteau, Melby	L	2.2 NNW;hwy E	1940	3	20		Ruf.
Crosby	L	0.5 N	1850	4	34-B-(S1)	(F1)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4-S5	F2	P-line SW.
" Bell	P	2 SSE	1450	4	30-*L4-S1	F2	
(P)Dickinson	L	5.8 S	2589	2	h54-BL4-(S5)	(F3)	Ditch W.
Douglas, Carlson		0.5 SE;lk S,W					(ABANDONED).
(PC)Drake	L	0.8 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F1)	P-lines N, NW.
Dunseith	L	1.5 S	1685	3	27	(F1)	
Edgeley	L	3 N;hwy E	1545	1	26		S blkd.
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd;p-line NW.
Enderlin, Oehlke	L	1 NW;hwy N	1082	2	24		CLOSED.
(SC) FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	
" Sky Ranch		3.7 SSW					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. octane.— New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling. W blkd;p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F1	
Forman	L	1 N	1200	2	21	(F1)	Rolling. NE/SW Strip short.
Garrison	P	1 ESE	1920	3	23		HAZARDOUS, Rolling.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E, NE blkd;trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9 ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6 W NW;RRS,	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2 NNE;RR S	1055	4	26-(S1)	(F1)	NE,ESE,NW blkd,P-line S.
Harvey	L	1.6 N	1605	4	27	(F1)	P-lines W,SW, NW. Use strips.
Hensel	L	1.5 W;RR E	940	2	18-(S3)	(F1)	
► Hettinger	P	1.2 NW;RR S	2675	5	32-S5	F1	N,NW blkd;p-line NE, Hill S, Ruf. Use strips, Ctn-apch from N, NE, NW.
Hunter	L	0.3 E					ABANDONED.
Inkster	L	1.5 SW;RR SE	1050	3	26-(S1)	(F1)	
(P)JAMESTOWN	P	1.9 NE	1498	5	h57-BL2,6-S5-W	F4	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd;p-lines N, NW.
Killdeer	L	0.1 S;hwy S, E	2100	2	17-(S3)	(90)	P-line W NW.
Kindred, Hamry	L	0.4 E	940	1	18	(F1)	
Lakota	L	1.5 SE	1515	1	33	(F1)	
► Langdon	P	1 W	1608	4	20-L4	F1	N blkd;p-line NE, Hangar E.
" Chaput	L	0.7 NE;hwy S	1600	2	26-(S1)	(F1)	S blkd. Rolling, Ctn-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26		P-line N.
(PC)Linton	L	3.4 S;hwy E	1770	1	20		Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20		SE blkd. Rolling.
Maddock	L	1 N;hwy W	1595	2	23		P-line WSW. Ruf. Use strips.
(PC)Mandan	P	4 S;hwy W	1948	3	26		Rolling.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F1)	
McClusky, Beck	L	1 E;RR N	1880	3	26		N/S Strip short, Rolling.
McHenry	L	0.3 S;hwy NE					(ABANDONED).
McVille	L	0.8 NW;hwy E	1480	3	30		E, SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24		Cattle on fld. Ruf.
Menoken, Dutton	L	6.8 SSE	1800	3	20		
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W, NW blkd.
Milnor	L	0.8 E	1100	2	26-(S1)	(F1)	N/S Strip short, ruf.
Minot, Flying S Ranch	P	5.5 WSW	1840	2	38-S5	F2	No storage.
(P) " PORT O'MINOT	P	1.6 NNE	1723	3	h58-BL4,6-S5-W	F4	
Moffit, Edwards	L	1.8 NE;lk S	1800	3	18		
Mohall	L	0.8 W NW;RR E	1650	3	26		P-line S, SE.
Mott, Wyman	L	0.8 S;hwy NW	2495	3	28-(S1)	(F1)	P-lines SE,W,NW,Ruf.
Neche, Bonaime	L	4.2 SE;RR SW	800	2	25-(S1)	(F1)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3 N;RR W	1533	3	37-BL4	F1	N,NE blkd; p-line SE.
► Noonan	P	0.5 SE	1980	3	20-S5	F1	NE blkd;Ctn-weeds,Use strips.
" Border	L	7.4 N;hwy E	1900	2	26		E blkd;p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F3	Caution - center of strip washed out.
Oakes	L	0.8W; RR S.E	1310	3	20		E/W strip short. Trees N.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F1)	
" Hartley	L	0.7 ESE	1100	2	26	(F1)	S blkd.
► Park River	L	1 NE;RR SW	960	3	18-(S1)	(F1)	P-line W, Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-B	(F1)	Use strips.
► " Miller		5 SE;hwy W					(ABANDONED).
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	(F1)	P-line E. Ruf. ARPT OF ENTRY.
◄ Portal	L	0.5 S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E,Rolling,Holes.
Ray	L	0.7 NNE;lk E	2160	2	21		
Rhame	L	1.5 SW	3150	aw	23-(S1)	(F1)	ESE,S,WSW blkd. N/S strip ruf.
Robinson	L	1 NW;RR S					ABANDONED.
Rolette	L	0.3 W;RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5 N;RR SW	1818	2	24-B-S1	F1	
(PC) Rugby	P	1.9 NW;RR SW	1547	3	27-BL4-S5	F1	
Ryder	L	0.5 NNE;hwy S	2109	2	20	(F1)	
Sanish	L	1.4 W;riv E	1800	1	25		S blkd;trees N
Sarles, Olson	L	3.3 SSW	1700	2	22-*L		P-line W, hangar N.
Selfridge	L	0.5 E;hwy N	2100	1	13		Very rolling. Ruf.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E,NE,Use strips.
" Nelson	L	7 E	1600	2	31		Trees W
Sheyenne	L	0.8 W;RR NE	1492	2	27		N blkd, N/S strip ruf. Use strips.
Springbrook, Wall	L	10 N;hwy W	2150	1	24		Ruf.
(PC)Stanley	L	1 SE	2220	1	21-B		
Sterling, Apple Creek	L	9.5 NNW;crk E	1855	1	52		S blkd.
Tioga	L	2 ESE;RR N	2240	1	26	(F1)	Hazardous-stones, Use strip, Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F1)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE;lk E	1400	2	20-*L		
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S5	F1	4600' strip avail Unlgtd fence SE;p-line S.
Van Hook	L	1.8 W;RR N	1850	3	22-(S1)	(F1)	
(PC)Wahpeton	L	1 S;RR W	966	2	27-B-(S5)	(F1)	P-line NE. No storage
(PC)Walhalla	P	1 NE;hwy W	952	3	26-*L4-S3	F2	P-line NW.
Warwick, Campbell	L	8.4 S	1500	3	26		
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F1	P-line W.
" Renner		1 NE;hwy W					(ABANDONED)
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F1)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line W NW.
Williston, Chandler	P	3 W;RR SE	1910	2	26-S5	F1	S blkd.
(PC) " Sloulin	P	2.3 NNW	1942	4	h40-BL4-S1-U	F3	5300' strip avail. Rgt tfc S,SE,E, NE.
" Wright	P	2.8 N	1876	4	26-*L3-S5-U	F3	P-line SW, W. Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE;lk SW	2035	2	34		W blkd;p-line NW.
NEW AIRPORTS (or airports out of alphabetical alignment)							
(PC)Leeds	L	0.5 SE	1508	1	21	(F1)	
Hazen	L	2.1 E;riv WNW	1900	2	17		N blkd, Ruf.
Hebron	L	1.9 ENE	2180	2	21		P-lines NW, SE.
OHIO							
Aberdeen, Tyler	P	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd evenings, wk-ends, Use strip Soft-wet.
(N)Akron	P	3.4 SE;RR W	1051	5	h55-BL3, 4-S5	F3	ARPT OF ENTRY. 500'SW end Rnwy 6-24 unlgtd, Use Rnwy 18R-36L at own risk.
(NG) " -CANTON	P	11 SSE;RR E	1228	3	h56-BL4,5-S4-W	F4	Use rnwys.
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F1	P-lines E, SW. Rolling.
" Birtalan	P	2 ESE;hwy S	1077	1	23-S1	F1	S blkd. Ctn-bad apchs.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	P	1.8 N;hwy W	1079	3	22		P-line W, Rolling, ruf.
(PC)Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	P	3.5 ESE;rd NE	700	2	25-(S1)	(F1)	Atnd evenings, wk-ends only. NE blkd.
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barberton, Poston		3.2 WSW;rd E					(ABANDONED).
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3,4-S5	F1	Knoll E, W.
Bedford-Miles Ave.	P	2.7 NE	1080	3	17-S5	F1	SE, SW, NW blkd. Rolling.
" Sportsman	P	2.5 SSE;RR E					ABANDONED.
Bellefontaine, Tanger	P	0.6 W;RR S	1190	1	19-*L1-S5	F1	NNE blkd;p-line SSW.
Bellevue, Sherck		4.3 SW					(ABANDONED)
Berea, James		2 ESE;bet RR, hwy					(ABANDONED).
Bethel		1 ESE	910				ABANDONED
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE hwys N,E	845	4	27-*L1-S1	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd. P-lines E, NE. Use rnwys. Rgt tfc take-off; lndg S,SW. Rgt tfc take-off N,W,S,W.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
" Stombaugh		1 SSE;RR NE					(ABANDONED).
► Bucyrus, Port Bucyrus	P	2 S;RR W	1000	3	26-S5	F2	NE blkd;p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W.
◄ Cambridge	P	2 N;hwy E	800	2	26-B-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W.
Castalia, Smetzer	P	2.6 SW	690	2	28-*L1-S3-U	87	P-line W. Rolling.
► Celina, Lakefield	L	5 S;hwy N	895	3	33-(S5)	(F1)	P-line N,W. Rolling
Chagrin Falls	P	3 E;hwy W	1220	4	26-S5	F2	N, NE, E, W, NW blkd. Rolling.
Chardon	P	2.8 S;lk E	1244	3	22-S3	F3	N, SE blkd;p-line NE. Rolling. Soft when wet. Use strips.
Chesapeake, Huntington	P	2 WSW;riv S	560	1	h28-*L4-S3-W	F1	Stacks W.
Chillicothe, Jones	P	7.2 SE;RR SW	720	2	24-*L1-S3	F1	
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd, Ctn-dangerous to students, high winds and tk-offs WSW-hills, Soft-wet.
" Sky Park	P	2.2 N;bridge E	635	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " -Lunken	P	4.3 SE;riv SSW	488	3	h52-BL4-S5	F4	WSW blkd;p-line NNW.
" Crosley		11 NNE;RR E					ABANDONED
" Fernald Area A,E.C.		15.7 NW					(ABANDONED)
(P) " GREATER CINCINNATI	P	10.5 W; riv 2.5 NE	890	4	h55-BL4-6-S5-W	F4	Use rnwys.
" Lakewood	P	9.5 NNW;hwy 1 W	830	1	h22-(S1)	(F1)	E blkd. Use rnwys.
" Mt. Healthy	L	9.5 NW;hwy E	882	2	22		NE, ENE, WSW blkd. Rgt tfc SW. Ruf. Rolling. NE,SE.
" Watson	P	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd. Rgt tfc E.
► Circleville, Elsea	P	1.6 N;RR W	700	2	26-S5	F1	P-line S, SE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Circleville, Thomas	L	2 WSW;hwy N	665	2	26		ARPT OF ENTRY.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h54-BL3,4,5,7-S5-W	F3	Rnwy 5R-23L usuable lgt, acft only.
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE,W blkd;p-line E.
(PC) " -Lakefront	P	1 N	584	1	25-S3-U	F3	FEE. Avoid stadium. Call CLE for rdo for tfc pat. 22'unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE,SW blkd;p-line NW. Call CLE rdo for tfc pat.
Columbus, Clickenger	P	6.2 SSE;RR E	748	3	27-S5-U	F2	P-lines N,NE,NW,SW,Ruf.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F1	P-lines N,NE,NW.
" Ohio State University	P	8 NNW;riv W	900	2	h22-B*L4-S1-U	F3	Use strips.
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys.
" Price	P	6 SE;bet RRs	760	2	20-*L4-S1	F1	Ruf off strips. Use rnwys. NE end-ctn.
" Sullivant Avenue	P	6 WSW	860	4	31-*L1-S5	F3	N,NE,NW blkd;p-line E.Exten ruf.Use lgts
Copley, Gibson	P	1.5 S;hwy E	1000	2	24-S3	F1	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy,crk	760	1	13		N blkd.
(NG)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys. P-line SE
" Dahlo	P	8.5 W;hwy S	925	3	32-S5	F1	S,SW,W blkd.
" Neff	L	6 SW	720	3	17		
" South Dayton	P	5 SSW					ABANDONED.
(PC)Defiance. Bryan-Defiance Memorial	P	5.2 NW;riv E	707	3	h30-B*L4-S5-U	F3	4000' strip avail.S blkd. Use strips.P-line S.
Delaware	P	2.6 SW;RR N	960	3	25-S1	F2	h1600'rnwy avail on E/W Strip.Ctn-ditches.
Delta	L	1 SE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool,Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW;RR N	1100	1	26		Lnd at own risk, N blkd, Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only, P-lines E, W.
Elyria	P	1.5 SSW;RR NW	745	3	22-S3-U	F2	SE blkd;p-line S.
Findlay	P	1.5 SSW;hwy NW	800	2	h40-BL4-S5	F4	Rgt tfc E.
Fostoria,Snyder	P	1.5 ENE;RR S	762	2	24-*L1-S3	F3	W blkd. Soft when wet.
Fremont, Slager	P	2 NW;RR SW	630	3	27-S3	F2	E,NE,SW blkd,P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " -Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L1-S5	F1	Soft when wet.Use rnwys.
(PC)Gallipolis, Holzer	L	1.8 ENE;riv S					ABANDONED.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts,Use strip.
Greenville,Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED,P-line N,Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S1	F1	Wblkd,Rolling.2800'E/W Strip under const, usable-dry, E blkd.
Grove City,Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd.Use strips. Soft when wet.
Hamilton	P	2.5 SE;RR S	631	2	38-*L1-S5	F3	P-lines S,NW
" North Hamilton	L	4.5 NNE;RR W	620	1	23		P-line SSW.
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No sto Acft rprs only.Rolling.
Hudson, Mid City	P	2 S	1080	3	31-*L-S1	F1	NE,SW blkd,Rolling,Ruf.
Hunting Valley, Ingalls	L	0.5 N;riv E	760	1	26		NNW blkd;hill SSE.
Jackson,Shumate	L	8 SSE;RR NE	720	1	22		
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N,RR E	900	2	20-*L4-S5-U	F1	1800'E/W strip for ngt operns.E blkd, S blkd. Use strips.
Kelleys Island	L	1.2 ENE	595	2	19		W blkd. Rgt tfc S. Ruf, FEE.
" Fenwick	L	1.3 NE;bay NW	600	2	18		
Kent-State	P	2.8 W;hwy S	1120	3	33-S5-U	F1	S,W blkd. Rolling.
Lake Milton, Milton	L	0.4 W;lk W	980	2	17		E blkd,Ruf,rolling.
Lancaster,Anchor Hocking	L	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W.Use rnwys.
LeRoy,Westfield	P	1.2 SSE;RR SW	1030	1	25-S5	F1	Soft when wet, FEE pvt acft.
Lima	P	4 WNW;RR NE	830	2	h35-B*L4-S5-U	F3	N blkd;p-line S, Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	2	26		CLOSED, Rolling.
Logan		0.9 ESE;bet RR, hwy					(ABANDONED).
Lorain	L	2 WSW;RR N	610	2	29-(S3)	(F1)	NE,SE blkd.
" -Sky Port	P	1.5 WSW;RR N	610	2	29-S1	F3	SE,SW blkd;p-line NW. Soft-wet.
Lore City	L	0.3 NW;RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE;RR N	1160	1	22-S5	F1	ENE blkd.
Macedonia, Miller	L	2 NNE;RR E	1152	aw	26		SE,NW blkd;p-line SW.Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW.
(NG)MANSFIELD	P	4 N;RR F	1296	4	h68-BL4-S5-W	F4	Rgt tfc Rnwy 9. Use rnwys, strip.
" Gage	L	4.5 W;RR S	1360	2	13		E,W blkd,Rolling.
Marietta	P	1.8 ESE;RR S					ABANDONED.
(PC)MARION	P	4 ENE;RR S	991	3	h43-BL4-S5	F4	Use rnwys.
" -County	P	5.6 NE;hwy E	1000	2	35-*L3-S5-U	F2	N,NE blkd.Lnd SW only at ngt.S end rolling.
" Millers	L	3.5 SSE;RR W	960	1	20		Use at own risk.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
Mason, Attaway Air Ranch	P	4.2 S;hwy E				F1	ABANDONED.
Massillon, Noble		4.5 NNE					ABANDONED.
McComb	L	0.8 SSW;RR N	780	1	16-(S1)		
Medina,Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE,S Soft-wet,Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E,W blkd,Ruf.
(PC)Middletown	P	1.5 N;riv N	647	3	40-B*L4-S5-U	F3	Rgt tfc S,SW,W.Lgts prior req after 2400
Millersburg, Briar Hill	L	1 S;RR W	810	1	21		Rgt tfc S.Unusable when wet. Hill S:p-line N.
Minford, Knore	L	2 SE;riv S	670	2	24-S5	F1	P-line N,S. Rolling.
Mingo Junction,Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
Montpelier	P	1.9 ESE;RR N	890	3	27-S1	F1	N blkd;n-line NE. Ctn when wet.
(PC)Mt.Vernon,Wynkoop	P	1.4 SSW;hwy E	1050	2	34-*L-S3	F3	W blkd,Rolling. Sundays.
Napoleon	L	1 N;RR SW	680	1	19	(F1)	W blkd;p-line E. Rgt tfc W. Open
" Winters	L	1.4 NW;RR W	682	1	30-U		Company use only. NW blkd. Soft - wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	P	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld atnd wk-ends only. S blkd.
New Holland,Tri-County	L	3 ESE;RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	81	Narrow at intsxn of strips.
New Westville	P	2.8 S;RR S	1180	3	21-S1	87	E,NE,SE,NW blkd.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N,NW,S,W NW.
Newton Falls	L	2 SW;RR E	950	1	22	(F1)	Rolling.
North Bass Island,Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E,N,S Strip soft-wet. Strip clsd.
Northfield-Sky Haven	P	1.9 SSE;hwy W	985	2	24-S1	F1	E,W,SW blkd,Rgt tfc W,Soft-wet, NE/SW
" Welcome	P	2.5 SSE;hwy W	1040	4	24-S3	F1	N,NW,S,E,SSE,SSW blkd,P-line W.Use strips
North Kingsville,Gardner	P	1 E;bet RR's	710	3	30-(S3)	(F1)	SE blkd;p-line N.No storage.
North Lima, Elser	L	1.2 NW;hwy E,S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N,SSE blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E,W blkd.
North Ridgeville,Strauss	P	2.5 ESE;hwy S	780	2	26-*L1-S3	F1	Acft parked N end N/S strip.Use strips.P
Norwalk Arpk	P	2 NNE;RR W	690	3	28-S1	F2	SW,W blkd. line S;house N.Soft-wet.
Oakhill, Swann	P	1.2 ENE;RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-(S1)	(F1)	Atnd wk-ends. N blkd. Soft when wet.
Olmsted Falls	P	2 W;RR N	790	2	25-S3	F1	N blkd.
Ottawa, Putnam		1.7 ENE;hwy S					(ABANDONED)
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N,S,SW blkd. Ctn-wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd.Soft-wet.Ctn-cultivation.
Perry	L	2.3 NE;hwy N					ABANDONED.
Piqua	P	4 W NW;hwy S	1000	2	36-BL4-S5	F2	P-line S.Rolling.Lgts dusk-2300.
Plain City	P	0.5 WSW;RR N	935	1	21-*L4-S1	F1	P-line W.
(PC) Port Clinton	P	3.5 E;hwy N	587	2	h22-BL2-S1-U	F1	3600' strip avail.E blkd;p-line N.
Portsmouth, Raven Rock	P	3.5 WSW;riv SE	535	1	22-BL2-S5	F3	Rgt tfc NE.
Put-In-Bay	L	1.2 SSW on SE side of island	590	2	15		NW blkd,NE end Soft-wet,FEE all acft. ARPT OF ENTRY.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	20-L4-S3	F1	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27-S1	F1	N,E blkd.
St. Clairsville,Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Sandusky	P	3.9 SSE;RR W	620	2	27-S5	F2	SE,E,W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shelby-Airstrip	L	2 W;RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE,SW,W,NW blkd.
(PC)SPRINGFIELD	P	5.5 S;bet hwys	1049	3	h55-BL3,4-S3	F3	Use rnwys.
" Crabill		2.5 SE;RR E					ABANDONED
Steubenville,R.G.P.Coal Co	L	4.5 W;hwy N	1160	1	32		Caution-loose slag.Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE.Use strip.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9 N;hwy E	750	1	26-S1	F1	E blkd.
Tiltonsville,Scott	P	1.5 SSW;riv S	650	1	27-S3	F1	Code bcn. 2130 to 0730.
(P)TOLEDO	P	8.2 SSE;RR NE	622	3	h42-BL3,4-S5-W	F4	P-line SW,W;chimney SE. Fuel unavail
" Franklin	L	4.5 WNW					ABANDONED.
" National	P	4.1 NNE	595	5	38-S5	F2	E,NE,S,SW,W blkd.
Toronto,Dyer	L	1.5 NW	1050	2	22		NE/SW Strip clsd-stumps.Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N,SE,S,NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
(PC)Urbana, Grimes	P	1.5 N;RR W	1059	3	35-BL4-S5-U	F3	
(PC)Van Wert	P	1 WSW;hwy S	768	2	h20-S5	F1	N/S rnwy clsd, Soft-wet.
Venice,Fernald USAEC		1.7 WSW;RR ISW					(ABANDONED).
Warren, Hall	L	3.5 ENE	900	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N;RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E;RR N	750	1	20-S5	F1	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OHIO			
Waynesville, Sky Center	P	2.5 SW; riv E	925	1	23-S1	F1	ESE blkd.
Wellington		0.5 N					(ABANDONED)
Wellston	P	3.3 S	710	1	24-S1	F1	S blkd.
West Milton, Lehman		2.5 W; crk W					(ABANDONED)
Weston, Williams		2.5 NNW					(ABANDONED)
Willard	P	1.2 S; hwy N	960	2	22-S5	F1	P-lines S, W. Rolling.
Willoughby		1.2 E					(ABANDONED)
" Euclid Ave		1.5 WSW; RR N					ABANDONED
→ " Lost Nation	P	3 N; lk NW	626	4	h50-BL34-S5-U	F3	S, SW, W, NW blkd.
Woodsfield	L	1 W; hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE; hwy SE	1150	4	32-*L1-S5	F1	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE; RR W NW	1050	1	19		N blkd; p-line S.
Xenia, Port Xenia	L	3.5 E; RR S	1050	1	20	(F1)	P-line E.
(AF) YOUNGSTOWN	P	11.1 N; hwy E,S	1196	4	h75-BL4,7-S5-W	F4	2-way rdo rqrd.
" Austintown	P	5.7 WSW; hwy N	1175	2	h20-S5-U	F3	3000' strip avail. Rolling. Ruf. E, W blkd.
" Bird	P	2.6 NE; RR W	1057	3	23-S5	F1	NE, W blkd; p-line E. Ruf. Rolling.
" Boardman	P	5 SSW; hwy N	1072	2	25-S5	F1	No take-off E. Soft when wet.
" Watson	P	3.8 E; lk S	1092	3	32-S1	F3	P-line W. Rolling. Rgt tfc W.
Zaleski-State Forest	L	1 SSW; RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E; hwy N	899	3	h50-BL4-S5-W-U	F4	
→ " Briggs	P	6.4 NNE; riv W					ABANDONED.
" Commerce		6.5 N; riv E					(ABANDONED).
		NEW AIRPORTS (or airports out of alphabetical alignment)					
Chatham, Spafford's	L	0.5 S	1053	1	16		SSE blkd. Rolling.
→ Phalanx Station, Skeets	P	6 WNW; hwy 1 NE	910	1	26-S1	F1	N blkd.
→ Columbus, Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
Fremont, Wagner	L	3.5 W; hwy N	650	1	26		N blkd. Ruf.
Salem, H-B	P	3.3 N; hwy E	1160	1	20-S1	F1	E blkd.
				OKLAHOMA			
(PC)ADA	P	2 N; hwy W	1008	3	h50-BL4-S1	F3	
" Myers	L	6.8 WNW; hwy NE	1000	1	20		(HAZARDOUS-RUF) Cattle on fld.
Afton, Monkey Island	P	7.8 SE; lk E	750	1	26-S1	F1	Rough.
→ Altus	P	4.2 N; RR W	1426	3	31-B*L4-S1	87	P-LINE SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW; hwy E	1470	2	h24-BL4-S5	F2	
→ Anadarko	P	1.5 SW; hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	0.2 N	875	4	h40-B*L2-S5	F4	Ctn-hvy acft, soft.
(PC) " Lake Murray State Park	L	1.2 SE; rd E	840	1	20		Ruf.
(AF) " MUNICIPAL (NEW)		Arpt now Air Force installation.					
Arnett	L	0.5 N; hwy S	2450	2	23		P-line W. Rolling. ruf.
Atoka	L	1.8 NW; RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville		4 E; hwy 2 S					(ABANDONED)
→ " Hi-Way	P	3 NE; RR SE	680	4	28-*L4-S5	F2	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7 WNW; hwy S	715	2	h46-BL4-S1-W	F4	
Beaver City	L	1 SSW; hwy E	2500	3	25		P-line SE. Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W; hwy N	1059	3	31-BL2,3-S5	F1	P-lines N, NE.
→ " Mauk's	P	2.7 S; hwy E	987	2	24-*L2,4-S5	91	W blkd; p-line E.
Boise City	L	3 N; hwy W	4200	2	24		Soft when wet.
(PC)Bristow	L	1.3 WNW; lk SE	878	1	h18		
→ Buffalo	P	0.6 NW	1965	3	22	F1	P-lines N, S, SE. Restricted.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
Calumet, Bomhoff		4.1 SSE; hwy 1 S					(ABANDONED).
(PC)Canton	L	2.3 NNW; lk E,N	1660	1	24		
Chattanooga	L	4 SSW; hwy E	1140	3	h45		
(PC)CHICKASHA	P	4 NNW; riv S	1146	1	h38-S5	F3	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE; RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7 NE; RR W	1614	3	32-*L4-S5	F1	
(PC) " -AFB		Airport now Military Installation.					
(PC)Colbert, Burns Run	L	4.3 W; lk W	634	1	22		Erosions.
(PC)Cordell	P	1 E; hwy S	1580	3	22-*L3-S5	F1	
(PC)Cushing	P	2 S; RR E	913	4	h52-BL4-S1	F2	
Davis, Flying L Ranch	L	4.5 SSE; riv W	750	1	32		Cattle on fld.
" Jolly Aero-Auto Court	L	3 S; hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S; RR E	1125	3	h40-BL4-S1	F4	SW blkd; p-line NE, NW. Use N/S Rnwy when wet. (6500' strip avail)
(PC)Durant, Eaker	P	3.2 SSW; RR 1 E	703	3	h50-*L4-S1	F3	
(PC)Elk City	L	1.5 NE; hwy S	1981	3	h23		
Elmore City, Henninger	L	5 N; rd N	1100	1	20		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OKLAHOMA			
El Reno	L	1.5 SW; rd E	1395	2	26-*L4-S5	F1	E blkd.
→ " Mustang	L	5.3 SSW	1406	2	39		Unattended. E/W Strip ruf.
→ Enid, North	P	3.8 N; hwy W	1282	1	24-S5	87	
(AF) " WOODRING	P	5 ESE; RR N	1172	3	h65-BL4-S5	F3	Extep student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	L	1.4 SW; RR N	2098	4	25		P-line N, Ruf, Soft-wet.
→ Fairview, Fair-View	P	1.3 NNE; RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE; RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW; RR NW	2223	2	h54-BL4-S3-W	F3	Clsd acft over 15,000 lbs wheel load.
(PC)Grandfield	L	3 W; hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW; lk SW	750	1	18		
(PC)Guthrie	P	2 SSE; hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13 NNE; RR S	3200	2	26		P-line SSW
Hartshorne		1 NNW; RR S					(ABANDONED)
" Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
Healdton, Wade	L	1.3 E; crk N	800	1	24		
Heavener		2 N; RR W					(ABANDONED)
(P)Hobart	P	3.8 SE; hwy W	1562	3	h53-L4-S3-W	F3	
" Hunter's	L	0.8 SSW; hwy N	1530	2	22-(S3)	(F1)	P-line N, E/W Strip soft when wet.
(PC)Holdenville	P	1.2 WNW; hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hollis	L	1 N; hwy E					ABANDONED.
Hominy	L	2 N; hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW; RR E	2985	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft, ruf. P-line N.
Idabel	L	1.3 NW; RR E	500	2	32-S1	F1	P-line E.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S; RR NW	800	1	18		
→ Kingfisher	P	1.3 NW; RR E	1067	1	26-*L4-S5	F1	P-line S.
(PC)Kingston, Caney Creek	L	4.3 SSE; lk S	661	1	21		Soft when wet.
Lamont, White Bros.	L	2 WSW; hwy N	1000	1	24		
Laverne, Shepherd		2.5 SSW; hwy E					ABANDONED
(PC)LAWTON	P	2.3 SSW; hwy E	1108	3	h47-BL4-S5-U	F4	
(PC) " Lake Lawtonka	L	11.5 NNW; lk W	1360	1	23		Ruf. Min S.
Leedey, Eagle	L	2.3 S; hwy W	1950	1	22		Cattle on fld.
Lexington-Purcell		0.8 WSW Lexing-	1100	1	21		N blkd.
Lindsay	L	0.3 E; RR N ton					(ABANDONED)
Lone Wolf, Hohmann	L	1 ESE; hwy N	1576	1	25-(S1)	F1	P-line N. Soft when wet.
Mangum, Ponder	P	1.6 N; hwy E, S	1585	3	25-S5	F1	Ruf.
Marietta, Hickory Creek	L	8 ENE; hwy SE	800	1	19		
(P)McALESTER, (New)	P	4 SSW; RR W	770	1	h40-BL4-S5-W	F1	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2 SW; RR SE	1094	3	24-S5	F1	No storage
(PC)Miami	P	2.2 NNW; RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside		0.6 NE; hwy W					(ABANDONED).
(PC)MUSKOGEE, Davis	P	6.4 S; hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7 W; RR S	623	2	h38-B-S5	F3	
Newkirk-Skypark	L	2.5 SE; lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5 SSW; hwy W	1165	aw	h18		
" Noble	L	3 SE; RR, hwy SW	1170	1	24		Ruf.
(PC) " Westheimer	P	2.7 NW; RR E	1187	4	h58-B*L4-S5	F1	Lgtg arrangements prior 1630.
Nowata	L	1.6 NNE; hwy W	600	2	26		Soft when wet. P-line W.
(PC)Okeene	L	0.7 SE; hwy N	1206	1	22		P-line N. Soft-wet.
Okemah	L	1 E; hwy N	870	2	19		(EMERG ONLY). N, NE blkd. Soft-wet.
Oklahoma City, Downtown	P	2 SW; hwy E	1180	2	h34-L4-S5-U	F4	
→ " Country Club	P	7.3 S; hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW; hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
← " Wiley Post	P	7.9 NNW; lk W	1216	4	32-S5	F1	P-lines E, NE.
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3 NNE; hwy W	715	3	h43-BL4-S1	F2	
(PC)Olustee	L	2.3 S	1370	3	h45-(S1)		
(PC)Pauls Valley	P	2.1 S; hwy E	987	2	h35-B-S5	F1	Use rnwys.
→ Pawhuska	P	3.8 W; hwy S	1000	3	37	F1	P-line S, SE.
Pharoah, Tri-City	L	1.8 NNE; hwy S	750	1	16		P-line S.
(P)PONCA CITY	P	2 NNW; RR S	1014	2	h48-BL4-S5-W	F4	Rnwy 2-20 closed.
(PC)Pond Creek	L	0.5 SW; hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW; hwy NW	515	3	21		
Pryor, Gobel	L	2 NNE; RR W	650	1	22		Soft-wet. Cattle on fld.
→ Sand Springs, Sims	P	5 NW; lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5 ENE; RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW; hwy E	1937	1	h50		
" Archer	L	2.3 N; hwy W	1963	1	21-S5		No storage. Rolling.
(PC)Seminole	P	3.4 N; hwy E	1024	3	35-S5	F1	SSW blkd.
Sentinel	L	0.8 SSW; RR W	1600	1	16		Ruf.
(PC)SHAWNEE	P	2 NW; RR SW	1080	3	h42-L4-S5	F3	Rgt tfc Rnwys 13, 17, 21. Bcn, rnwy lgts on req after 2400.
South Coffeyville, Jensen	L	0.5 W; twrs E	735	3	33		P-line N.
(PC)STILLWATER, Searcy	P	3.2 NNW; lk WSW	985	3	h50-BL4-S3-U	F3	
Stilwell		1.4 N; RR W					(ABANDONED)
Stroud	P	3 N; hwy W	883	2	26-BL2		W blkd. Ruf.
Sulphur	L	1.5 NW; hwy S,E	1060	3	26		Ctn when wet. P-line S.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-L4-S1-U	F1	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
Tipton	L	4.1 SSW	1300	2	36		P-lines N, E.
(PC)Tishomingo	L	2.6 S;lk S W	640	1	28		Ruf,erosion,Gopher holes.
(NG)TULSA	P	6.2 NE;RR S	674	6	h100-BL4,6-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" 15th Street		4 E;rd N					(ABANDONED).
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" Cherokee	P	5.4 SE;hwy N					ABANDONED.
" -North	P	4.5 NNW;RR E	725	3	21-S5	F2	P-lines S,SE,SW.
" Young	P	8.8 E;hwy N	750	4	24-S5	F2	
Valliant	L	0.7 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2265	1	21		HAZARD, Ruf, Soft, Cattle on fld, N blkd.
Walters	L	1.2 SW;RR E	1005	2	26		Soft when wet, Cattle on fld.
Watonga	P	1.2 NW,hwy S	1460	2	26-*L4-S5	F1	
Waynoka, Kelsey	P	3.4 NNE;RR SE	1500	1	17		Cattle on fld, Ctn-wet.
Weatherford	L	2.7 ENE;hwy S	1595	2	23		Ruf.
Woodward		1.5 SE;lk ENE					ABANDONED.
" Ferguson Rch	L	6.5 NW;riv W	2040	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h65-B*L4-S1	F1	No ngt operns after 2300.
Yukon, Cimarron	L	4 WSW;hwy N	1350	4	41		
" Lakeview	L	2.7 E;hwy S	1275	2	20		P-line S, Rolling.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Langley, Treco	L	1.9 N;hwy W	820	1	21		P-line SSW.
Stigler	L	3.5 E		2	20		
OREGON							
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, and NE.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme ctn.
Arago	L	0.3 N;riv SE	80	1	14		Cattle on fld,Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E;hwy S	1890	1	26-(S5)	(F2)	Ctn-vegetation,Use strip,P-line SE.
(PC)ASTORIA,CLATSOP CO.	P	3 SW;riv E	9	3	h58-BL4-S1-W	F1	Use rnwys.
Athena, Barrett	L	0.8 NW;RR N, E	1746	1	14		E side of strip blkd on N end,Ruf.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S1	F3	
" -Skycourt	P	4.8 NNW;hwy W	3350	2	23	F2	Slick when wet, Hwy adj S.
Bandon	L	0.8 SW	80	1	16		INACTIVE.
Beatty	L	0.3 S;RR N	4350	1	12		(DANGER-SHORT FLD). Holes.
Beaver Marsh,73,RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Closed winters-snow.
Beaverton, Bernard	P	1 NW;hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW /SE strip ruf.
Big Lake	L	18 W NW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE,Soft,unusable when wet,Cattle on fld,Holes.
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE,Cattle-fld,Ctn-ruf.
(PC)Burns	P	5.1 E;rd S	4141	2	h51	F2	No storage.
" Davis	L	1.5 SW;hwys SE					ABANDONED.
Camas Valley,Ramona Prk	L	1.4 SW	1100	1	18		P-line E.
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	17		Rgt tfc WSW. Fence W end of strip. Soft when wet.
(PC) Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct. 1.
Chiloquin	L	0.8 W	4188	1	36		P-line N. Soft when wet. Use with ctn at own risk.
Condon	P	1 NE;RR W	2910	2	h18		Use strips,Soft off gravel when wet,SE blkd.
(PC)CORVALLIS	L	4.9 SSW;hwy E	245	3	h52-BL4-S5	F3	Use rnwys.
" -Junction		1.5 NNE;RR adj					(ABANDONED)
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		CLOSED Nov-May,SE blkd;ridge NW. Lnd to SE;tk-off NW.Soft when wet.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	39		NW blkd.
Creswell, B & H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N;hwy E	372	1	19		P-line WSW,Antenna E,NE,Use strip.
Denio	See: Denio Airport, Nevada						
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Elgin		0.5 NE;RR W	2670	1	22		(ABANDONED).
Enterprise	P	0.6 N,hwy SW	3800	1	22	F2	Soft when wet,Ruf.
Eugene	P	1.6 SW	420	1	h23-S5	F2	
(P) " MAHLON SWEET	P	8 NW;hwy E	365	3	h52-BL4,5-W		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Eugene, Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N;hwy E	1050	1	27-S3	F3	Lnd to N;tk-off to S.P-line N.Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds,ruf,rolling.
Halfway	L	4 ESE	2840	2	24		INACTIVE,Hill SSW.Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld,Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf,Soft when wet.
Harrisburg	L	2 NNE;RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE,hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.6 SSW;riv E	631	1	19-S5	F2	No Storage.
Idanha,Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd, Lnd to E;tk-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk,Cattle-fld,Soft-wet. P-line S.
(PC)Joseph	L	1.2 W;RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S;riv ES	2970	2	22		Mtns S,SE,Cattle-fld,Soft-wet,400' NW end NW/SE Strp ruf.
Klamath Agency, Rayenouf	L	1.5 S;riv W	4160	1	27-*L2		Clsd winters. Ctn-dangerous when wet, Soft. Ruf.
(P)KLAMATH FALLS,Klamath	P	4.9 SSE;RR NE	4088	3	h71-BL4-S5-W	F4	
(P)LA GRANDE	P	5.5 SE;RR SW	2713	3	h47-BL4,6-S5-W	F3	Ruf,Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS,Soft,unusable-wet.
Lakeside	L	0.3 NW;RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine, Stearns	SEE: Bend,Stearns Arpt under "NEW AIRPORTS"						
Lebanon	P	1.3 SW;rd N,S	340	1	35-S1	F2	N blkd,Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N;hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras ,City-County	P	2 NW	2432	4	h88-B*L1-S5	F2	Req elec ear;insp in high winds.
Malin	L	1 SE;RR W	4050	3	30		S,SSE blkd;p-line SSW.Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk.Soft when wet.
McKenzie Bridge,McKenzie	L	3.5 E;riv N	1620	1	26		Hill ENE, Lnd from W;tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE;hwy W	4058	1	30-W		Use at own risk,Soft-wet,Ruf, Sheep on fld May-Oct.
(P)MEDFORD	P	3.5 N;RR E	1330	2	h54-BL4-S5-W	F4	No Maint Mil Acft,Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE;hwy N	4252	1	21		Use at own risk,Soft, ruf.
Milton,Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk, Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS Use at own risk,SE blkd.
Mulino	L	0.3 SW;hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wk-ends,SW blkd;p-line NE,Ruf.
Myrtle Creek,Tri-City		4 SW;RR N, W					(ABANDONED)
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-S1	F2	Rgt tfc N.
(PC)Newport	P	4 S,hwy W	160	2	h51-*L4-S1	F2	Ctn-elec fence W edge NE/SW Rnwy and S side S Taxiway,Stock on fld,Rgt tfc Rnwy 16 and 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
Nyssa		0.5 E					ABANDONED
(P)ONTARIO	P	2.5 W;hwy E	2190	2	h45-BL2,4-S5-W	F3	
Oregon City,Sky Park	L	3 SE;hwy W					ABANDONED.
Pacific City	P	0, 2 S	5	1	h18-S5	F1	Subj. to floods winter months.
Paisley	L	1 NNE;hwy W	4500	1	31		Cattle on fld.
(P)PENDLETON	P	2.9 WNW;RR S	1493	3	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft,Ctn-fence E.
" -Airways	L	3.8 ESE,RR N	1200	1	26		INACTIVE. Use at own risk,Cattle-fld
Pilot Rock, Eldridge	L	2 S	1850	2	15		E blkd.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE,SW,Ctn-floods,Ditch side of strip
(AF,NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	4	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req.
" R. O. K.	L	8.1 ESE;RR S					ABANDONED.
" Skylife	P	5.8 E;RR N					ABANDONED
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5	F2	Ctn-25' NE/SW strip unuseable-rocks
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE;hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4050	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	524	1	h46-BL4-S5-W	F3	Unlgtd pole SE;hill N;p-line S.Avoid hospital SW.
" Felt	P	3 WNW,riv SE	500	1	19-S1	F2	
(N)SALEM,McNary	P	2.2 SSE;RR SW	207	2	h59-BL4,6-S5-W	F4	AB. Industrial acft operg from sod area W of Rnwy 16-34. these acft use rgt pat when tfc S, left pat when N.
Scappoose,Columbia County	L	1.1 NE;RR hwy W	55	1	h40-(S1)	(F3)	Svcg fuel by prior req wk-days.
Seneca	L	0.7 N;riv SW	4660	2	15		INACTIVE. Ruf, Soft-wet, Hill SSE.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE.Lnd at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E,NE.
Springfield	P	1.6 ENE;hwy S	460	1	20-*L4-S5	F3	Ctn-wet,Use center of strip.
Starkey,Sheep Ranch	L	10 S	4350	1	38		Ridge SW.

F-fuel octane. — New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Sutherlin-Valley	P	1 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P) THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FACS ONLY. Use at own risk.
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lake	3300	1	24		Rolling
→ Troutdale	P	1 NW; riv E	36	1	h42-BL2-S5-U	F3	
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale Strip	L	1.5 SSW; river E	2250	1	24		Soft off gravel when wet.
(PC) Wagontire, Alkali Lake Flgt.	L	12.3 SSW; hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flgt Strip	L	1.4 S; RR NE	3200	1	23		weeds.
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade Dangerous, ruf,
Woodburn	L	2.8 WNW; RR E	200				(CLOSED-CONSTRUCTION).
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet, Ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Brookings, Crissey State Line	L	5 SE; Ocean W	16	1	18		
Lapine	L	2.5 SSW; hwy ESE	4250	1	25		P-line N. Soft when wet.
→ Bend, Stearns	L	15.8 SSW	4170	1	33		
PENNSYLVANIA							
(P) ALLENTOWN-Bethlehem-Easton	P	4.6 NNE; RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
Altoona, Peterson	P	10.7 NNE; RR NW	970	1	25-*L3-S5	F3	
Ambler, Wings	P	2.8 WSW	320	3	h26-L4-S5-U	F3	
→ Andreas, East Penn	P	1.5 NE; crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW; hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Patterson Hgts	P	1.5 S; riv NE	1082	1	27-S3	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N; RR N	1100	2	18-S5	F2	
Bellefonte, Spring Township		4.3 ESE; hwy S					ABANDONED.
→ Berwick	P	2.2 ENE	620	2	21-S3-U	F1	E blkd; p-line NE.
" Centre	L	6.5 WSW; RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	C	1.7 ENE; hwy S	582	1	30-S3-U	F1	
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC) Bloomsburg	P	0.8 ESE; riv S	478	1	33-BL2,3-S5-U	F3	E, W blkd.
Bradford, Harri-Emery	P	2.3 WSW; hwy N	1490	1	20-(S3)	(F1)	
(PC) " -McKEAN COUNTY	P	11 S; RR SW	2142	2	h45-BL4-S3	F3	Use rnwys.
Bristol, 3 M	P	2 N; riv SE	35	2	h38-*L1-S4	F3	
Brookville, 45A CHI-LGA	P	2 WSW; RR E	1416	1	22-BL2-W		
Butler	P	2.8 WNW; hwy adj	1340	3	27-S5	F3	ESE, WNW blkd; p-line SE. Rgt tfc tk-off W to avoid hospital. Rolling.
(PC) " Graham	P	6.2 SSW; crk NW	1248	2	h40-B*L1-S5-U	F4	
Campbelltown, Reigle	P	1 N; hwy S	475	2	18-S3	F1	N/S Strip clsd.
Canadensis, Barrett	L	1.8 N	1450	2	20-(S1)	Clsd	-vegetation, hazardous ruts, NNE, SSE blkd.
Chambersburg		1.2 SE; RR S					(ABANDONED)
" Sunset	P	3.5 NNE; RR NW	670	3	24-S5	F1	W blkd; p-line NE, E.
Chester, Benedict	P	6.5 W	400	2	20-*L4-S3	F1	
" Buckman	L	2.3 WSW; riv SE					ABANDONED.
Clarion, Cramer		1 ENE; riv N					(ABANDONED)
Clearfield	L	1.5 WSW; RR SE	1220	2	21-(S3)	(F1)	E blkd; p-line NE. Rgt tfc E, NE, SE. Ruf.
→ Clifford, Carbondale-Clifford	L	1 E	1400	3	22-(S3)	(F1)	S end W NW/ESE strip unusable. P-line ESE.
Coatesville	L	2.4 W; RR S	623	2	25-B-S3	F1	E NE, NW blkd. Soft-wet. Atnd wk-ends
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd. and on call.
Conneaut Lake	P	1.7 SW; RR 1 S	1250	2	18-S3	F1	SE blkd.
(PC) CONNELLSVILLE	M	5.2 SW; hwy E	1250	3	h34-BL4-S5	F3	
Conway-Pittsburgh	P	0.4 NE; RR W	950	3	19-*L1-S5	F1	
→ Corry, Port Lawrence	L	1.2 S; RR N	1745	3	22-(S1)	(F1)	Closed-winters.
Coudersport, Potato City	L	7.5 ESE; hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE; RR, hwy S	2240	2	22-(S1)	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Culmerville	P	0.7 NNW	1220	2	18-*L1-S3	F2	SSE blkd.
Danville	P	2.2 SW; riv N	480	3	22-S5	F1	Hills SE, SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
→ " Warrington	L	3.5 SSW	385	2	19-(S3)	(F1)	SW blkd. discretion.
DuBois	L	1.7 ESE; RR NE	1575	3	29	(F1)	Atnd wk-ends and on call. Use at own
Duncansville, Altoona-Duncansville		1 SW; hwy N					ABANDONED.
(PC) Eagles Mere	L	1.9 SW; lk SW	1908	1	22		
Easton	P	3.8 NNW; hwy E	380	4	22-*L4-S5-U	F3	P-lines NNE, SE.
" Bethlehem-Easton	P	4.7 SW; hwy N	360	2	26-S5-U	F1	E blkd; p-line NE.
Ebensburg	P	2.7 SW; hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8 NW; hwy W	100	2	21-S5	F1	NE, WSW blkd. Mrkd terrace WS W end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emmaus	L	1.3 W	435	3	18-S3	F1	E, NNE blkd.
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd; mtns, p-lines, tank surd fld.
Erie-County	P	11.6 SW; hwy N	805	3	27-S5-U	F2	ENE, S, SE, NW blkd.
(P) " PORT ERIE	P	6 WSW; hwy SW	732	3	h46-BL4,5,6-S5-W	F4	N, S blkd; p-lines E, NE.
Finleyville	P	0.7 SW; RR NE	1240	1	29-S3	F2	
(PC) FRANKLIN. Chess Lamberton	P	1.8 SW; hwy N, E	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S5	F3	Apch from E poor. Acft maj rprs only.
Galeton, Cherry Springs	P	10 SW	2330	1	32-(S5)	(F1)	(EMERG USE ONLY). Trees surd fld.
Gettysburg	P	2.8 NW; twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	18-S1	F1	Mtn S, SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5 SW; riv SW	490	1	21-S1	F1	
Greensburg	P	2.3 SE; lk E					ABANDONED.
→ Greenville	P	3 N	1197	2	27-S3	F1	Intsxns Soft-wet.
Hallstead	L	1 SSE; crk W	880	1	20		
Hanover, Devener	P	2 NNE; hwy W	590	2	32-*L2-S5-U	F3	
(NP) HARRISBURG-State	P	3.5 S; riv N	347	3	h50-BL4,6-S5-W	F4	P-line ESE; hill SSW.
" Skyport	P	5 W; crk N	420	3	22-S5	F1	
Hawley, Mtn Bay	L	7.3 SSW	1460	2	22-*L1-(S1)	(F1)	Atnd wk-ends only. Hill SSE.
→ Hazleton-Reifenberg	L	5.8 NNW	1146	3	20		Closed-no services avail.
Hershey	P	1.1 NNW	415	1	21-S5-U	F3	Hill WSW.
Honesdale	P	2 SE; hwy N	920	1	30-S5	F1	Hills E, W.
Huntingdon		1 S; RR N					(ABANDONED).
(PC) Indiana	L	3 ENE	1407	2	32		
Irwin	P	0.5 W				F1	ABANDONED.
Jeannette		4 NW					(ABANDONED).
Jersey Shore	P	2.2 E; riv N	540	2	28-S1	F1	
(PC) JOHNSTOWN	P	4.7 E; hwy N	2284	3	h45-B*L4-S5-U	F3	
Karthus, Pine Glen	L	4.3 SE; hwy SW	1560	3	23		N, S, SW blkd
Kearsarge, Erie City		0.5 W; hwy E					ABANDONED
Kutztown	P	1 SSW; hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE
Lancaster		1.5 NNW; RR SW					(ABANDONED).
" Garden Spot	P	5 W; hwy N	420	3	25-S5	F1	W, WSW blkd.
(PC) " MUNICIPAL	P	5.5 N; hwy W	401	2	h41-BL4-S5	F4	Ctn-sinkholes. Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E, ESE blkd.
Latrobe	P	2.4 SSW; hwy N	1144	2	h22-S3	F1	
Leechburg	P	1.6 SE	960	2	20-*L1-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewistown	P	4 SW; riv SE	560	2	19-S5	F1	P-line NW; hill W.
" Krouts	P	6 NE; twrs N	660	1	22	F1	
Linesville, Merry's Pymatuning	L	1.5 NW; RR E	1200	2	25-(S1)	(F1)	P-line NNE.
(PC) LOCK HAVEN	P	1.2 E; RR S	555	1	h33-BL4-S5-W-U	F3	Mtn N, S.
Marchand, Braebreeze	L	0.3 N; hwy W	1600	1	25-(S1)	(F1)	
Mars, Perry		5.2 W					(ABANDONED)
MARTINSBURG, Blair County	P	0.9 SE; RR W	1493	2	h43-BL2-S5-W	F3	Use rnwys.
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S3	F1	3200' strip avail. Rgt tfc N, NE.
(PC) Meadville, Port Meadville	P	3.4 W; hwy S	1400	2	h32		SE blkd. Rgt tfc rnwys 5, 27, 20.
Mercer		4.8 NNE; RR W					(ABANDONED)
Milton	P	0.8 S; RR, hwy W	450	3	25-S3	F1	NW, SW blkd.
Monongahela, N, B, C.	P	5 E; hwy N	1240	2	17-S3	F1	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No head. P-lines SSW. Soft-wet.
→ Morrisville	P	1.6 W	100	2	21-S5	F1	E, NW, SE blkd.
Mount Jewett	P	0.8 ESE; hwy N	2240	3	19-(S1)	(F1)	Closed-winters.
Mount Joy, Donegal	P	4 WSW	440	2	22-S3-U	F1	SW blkd.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Mount Pleasant-Scottdale	P	2.8 S	1160	2	21-L2-S3	F1	Gulley NW, Rolling ↓91 oct avail summers. Soft-wet.
► Mount Pocono	P	1.5 NW;RR W	1925	2	h26-B*L4-S3	F3	3200' Strip avail, Atnd irregularly Wints.
Mount Union	P	4 S;hwy E	560	3	28-S3	F1	Mtn W. Soft-wet. Ctn-ditch. Use strips.
Muncy, Skyview Acres		1.4 NE					(ABANDONED)
Murdockville, Sunnyhill	L	1.7 SSE					ABANDONED.
New Alexandria		1.5 ENE;hwy N					(ABANDONED)
New Bloomfield	P	1.3 SSE;hwy NE	760	2	23-S3-U	F1	
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F3	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3 E;RR NW	460	2	21-S3	F1	
New Kingston, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
Norristown, Patco		3 SE;lk ESE					(ABANDONED).
" Valley Forge	P	4 WNW;riv I S	250	1	23-S5	F3	E lk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1 NNW;hwy E	1560	2	h22-S3	F1	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14-(S1)	(F1)	
Oxford	P	3.5 SSW;hwy W	520	2	21-S3	F1	SSW, W NW blkd.
Paoli, Main Line		2.8 WNW;hwy S					(ABANDONED)
(P)Philadelphia North Philadelphia	P	12.2 NE	120	3	h50-BL4-S3-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5 SW;riv S SW	10	3	h73-BL4,7-S5-W	F4	2-way rdo rqrd ngts. Use rnwys. Rnwy 9 designated calm wind Rnwy.
Philipsburg, 51A, CHI-LGA	P	7 E;hwy N	1933	2	50-BL2-W	F3	3000' paved.
" ALBERT	P	5.5 NNW;hwy N	1750	3	36-BL4-(S3)	(F3)	NE blkd.
Phoenixville	L	2.5 NNE	320				Closed.
Pine Grove Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
(PC) PITTSBURGH Allegheny Co	P	5.3 S	1252	4	h55-BL2,3,5-S5	F3	Rdo rcvr req.
(AF) 'GREATER PITTSBURGH	P	14.3 WNW	1168	3	h80-BL4,5,6	F4	FEE. Exten jet flying.
" East Pittsburgh	P	10 ESE;lk N	1150	2	21-S5	F1	
" Mayer	P	10 WSW	900	2	14-S1	F1	E blkd. Rgt tfc to W SW.
" Pitt-Wilkins		8 E;RR 1.5 S					(ABANDONED)
► Portland, Price	L	1 SE;riv E					ABANDONED. Soft-wet.
(PC) Pottstown	P	4.5 E;riv 2 SW	311	3	26-S5-U	F1	E, NW blkd; p-line, TV aerial NE; bldgs SE.
" Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28-S1	F3	Mtns NE, SW.
Prospectville, Turner	P	1 NW	375	3	23-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S3	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
► Reading, Berks	P	4.5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S, W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
► " Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd, Rolling, NE blld.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19-S1	F1	
Reedsville, Mifflin County	P	2.7 N;hwy W	830	2	29-*L4-S5	F3	
Ridgway, Green's	P	4 NW;hwy 1 E	1720	2	21*L1-S1	F1	
Rochester, Conway Pittsburgh	SEE: Conway-Pittsburgh Arpt, under "NEW AIRPORTS"						
Rushland, Evoy	L	1 WNW	210	2	18		Soft when wet
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5	F2	
► Sayre, Blue Swan	P	2.7 WNW;riv E	800	1	27-S3	F1	2000' overrun on W end. Rgt tfc W.
" Chemung Valley	SEE: Athens, Chemung Valley Arpt, under "NEW AIRPORTS"						
Scranton	P	7.2 WNW;RR 3 NE	1179	2	h24-B*L2-S5-U	F3	
Seneca	P	0.9 SW;hwy E	1490	2	24		Closed wint
Shamokin	P	3.5 N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-S1	F3	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-S5	F1	
► State College	P	2 SW	1200	3	42-S3-U	F3	FEE.
► Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1	F1	
(PC)Sunbury	P	2 NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2 W;RR W	1125	2	24-(S5)	(F1)	Unattended. No svcg Fri.
Titusville	P	3.7 WSW	1600	2	23-S5	F1	
(PC)Towanda	P	1.5 SSE	700	2	h25-S5	F2	
► Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8 S;riv N, E	639	2	20-S1	F3	Mtn S, NE/SW Strip not maintd.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
Union City	L	2.4 W;RR N	1250	2	22		CLOSED. E blkd.
Utahville	P	0.8 NW;RR S	1800	1	23-S3	F2	
Vandergrift	P	2 WNW	1000	2	23-S5	F1	E blkd, P-line NW.
Warren	L	2 WSW;riv S	1100	2	h22-(S1)	(F1)	Mtn NE, SW.
Washington	P	3.2 SW	1240	3	21-*L1-S5-U	F1	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5	F2	Hill NE, SE.
► Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
West Chester	P	2.5 NE	470	2	26-S5-U	F3	S side of W apch blkd. P-line E.
West Middlesex	P	2.8 W;hwy N	1090	2	27-S3	F1	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv I N	956	3	h52-BL4-W	F4	Rgt tfc on mrkd rnwys, Equip. on fld.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Caution - dikes E, S. P-line N.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S W.
Williamsburg	L	1.8 W	1140	2	29		CLOSED W end ESE/W NW ruf. NE blkd; p-line W NW.
(P)WILLIAMSPORT	P	5.1 E;RR N	528	4	h43-BL4-S5-W	F4	NW blkd; p-line WNW.
York	P	1.8 NW	390	1	32-S5-U	F3	E blkd.
" Whitehull		3 ENE;RR N					(ABANDONED).
► Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-S3	F2	P-line SW; hill NE. Soft-wet. Hazardous in snow.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Duncannon, Hackenberger	P	3 NNE;riv W	500	2	22-S1	F1	Use strips.
PC Athens, Chemung Valley	L	1.8 NNW;RR N	850	2	27		CLOSED. E blkd.
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet. SW 600' ruf. Unattended ngts.
Beaver Falls-Beaver County	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	N blkd; p-line E.
► Aliquippa-Hopewell	P	2 SW	1150	2	20-S5	F1	
RHODE ISLAND							
Berkeley	P	0.4 WNW;riv W	75	1	21-S5	F2	S blkd. Ruf.
► Block Island-State	L	1 WSW;rd W	105	1	h20-BL4		Lgts by elec eqr.
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Middletown, Newport	P	1 SSE	160	2	32-S5	F3	3330 paved rnwy avail. P-lines ESE, NNE.
(NG)PROVIDENCE, Green	P	7.3 S;hwy W	56	4	h55-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
Smithfield	P	0.5 ESE;RR W	400	1	18-S5	F2	NNW blkd.
► " NO. CENTRAL STATE	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC)Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC)Aiken	P	6.8 N;hwy E	530	3	h50-B*L4-S3	F1	No storage.
Allendale, Williams	L	1.5 NE	180	3	31		INACTIVE.
(P)ANDERSON	P	3.2 WSW;hwys N,S	783	2	h50-BL4-S5-W	F3	Equip on fld 0800-1700 daily xcpt Sat, Sun.
Andrews, Overton	L	2 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N. Use rnwys.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No sto.
(PC)Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L4-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE;hwy W	537	2	21-*L4	(F1)	
►(N)Beaufort-County	AIRPORT NOW MILITARY INSTALLATION						
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
► " Rowe	P	1.5 NE;bet RR, hwy	190	3	32-B-S3-W	F1	Ctn-bad apchs SE blkd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W Strip, hazardous.
► Calhoun Falls, Bentley	C	3.4 ENE;hwy S	500	2	21-S1	F1	Rolling.
►(PC)Camden, Woodward	P	2.9 NE;RR W	300	2	h30-S5	F1	
(AF,N)CHARLESTON AFB	P	9.8 NW;hwy NE	45	3	h70-BL4-6-S5-W	F4	Open to civ acft. 2-way rdo rqrd. Rgt tfc
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd. S Rnwy 15 & SW Rnwy 21.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
" Truluck		5.5 W;RR N					(ABANDONED).
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf
(PC)Chester	L	6 N;hwy W	709	3	h50-*L1		

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH CAROLINA							
Clemson	L	2.4 ENE;hwy NW	900	2	20	(F1)	E side N end of N/S strip eroded.Soft-wet. Use strips.
(P)COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL2,4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE;RR SW	203	2	h36-*L2,3-S5	F3	Rgt tfc SE,NE.Obstns sur fld.Use rnwys.
(PC)Crescent Beach/Ocean Drive	L	1.3 WNW;hwy SE	33	1	h60		
(PC)Darlington-Co. Flgt Strip	P	10 N;bet hwys	190	3	h50-S5	F1	
Dillon, Lee		3 NNE;RR E					(ABANDONED).
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	110	1	24-S1	F1	P-line SSW.
(P)FLORENCE	P	3 ESE;bet RR,hwy	146	3	h60-BL4-S1-W	F4	Trucks on fld intermittently days.
(PC)Georgetown County	P	4 S;hwy NW	39	3	h50-B		rnwys 18,27,23.
(P)GREENVILLE	P	3.2 E	1049	4	h54-BL4,6-S5-W	F3	Rnwy 15-33 clsd,Use rnwys, Rgt tfc
" Jones University	L	4.2 NNW					ABANDONED.
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR,hwy SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-(S1)	(F1)	W blkd. Rgt tfc WSW. Ruf.
Honea Path,Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Joana, Crawford		1 SE Goldville	600				(ABANDONED)
Kershaw	L	4 S;hwy,RR W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Attnd Wed,Sat only.P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N,NW	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3 S	72	3	34-BL2		E,ESE blkd.Ctn-low spot.
(PC)Laurens	L	2.3 E;hwy S	700	2	26-*L1-S5	F1	SW blkd.
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
(P)MYRTLE BEACH	P	3 WSW;hwy N	24	2	h50-BL4-S1-W	F1	Equip on fld intermit.Rnwys usable-ctn.
Newberry	P	2.3 NNW;RR NE	565	2	22-S5	F1	Use strips Ruf.Servicing avail.on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC)Orangeburg	P	2.3 S	190	2	25-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	75	4	25	F1	All apchs blkd,xcpt SE.
Rock Hill, Roddey	L	2.7 SW;lk S	630	3	28		Not regularly attnded.ESE blkd.Soft-wet.
(P)SPARTANBURG Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwys SE	138	1	13		
Sumter	P	2 WNW;lk S	180	aw	32-S5	F1	P-line ESE.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22-S1	F1	
(PC)Walterboro	P	1.3 NE	93	3	h58-BL4-S1	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE.N end ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
SOUTH DAKOTA							
(P)ABERDEEN(Saunders)	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S1-U	F1	NE blkd;p-line SW. Use strips.Soft-wet.
(PC)Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC)Britton	P	2 N;RR W	1350	3	25-BL4	F2	Use strips.
(PC)BROOKINGS	P	1.2 SW;RR N	1637	3	h10-BL4-S5-W	F1	Soft when wet.
(PC)Buffalo, Harding County	L	0.5 E;riv S	2890	3	30-B		Use strips.
Canton	L	1.8 E;hwy N	1250	2	21		Lgt acft only. Hills SE. Rolling. ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Dupree, Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only.Use strips.Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N, E	1659	2	26-L4-(S1)	(F1)	P-line NSE.Use strips.Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC)Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge, 2 NNW.
(PC)Faith	L	0.4 N	2572	1	25-B		Use strip.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S;hwy N, E	1680	2	26-*L1		N,NE,NW blkd.Use strips.
Frederick, Niva	L	0.8 SE	1390	1	20		Ruf. Soft when wet. Use strip.
Gettysburg	L	1.5 S	2082	3	26		Ctn-not maintd.P-line S.Ruf.Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F1	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution.Use strip.
Highmore	L	1.4 N;rd E	1850	2	27		P-line E.Ruf.Use strips.
(PC)HOT SPRINGS	P	6.2 SE;hwy S,W	3148	2	h45-BL4-S3-W	F3	

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC)Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	33		Ctn-not maintd,Ruf,rolling,Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
(PC)Lemmon	P	3SE;hwy N	2518	3	26-B*L1-S3	F1	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
Martin, Bennett County	L	4.4 SSE; riv N	3325	3	25		N, NE, E, NW blkd. Use strips. Ctn-ruf.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC)MITCHELL	P	4.3N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1621	4	31-B-S5	F1	NE blkd;p-lines E, SE.
Murdo	L	1 WSW;hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-(S1)	(F1)	N, SE blkd.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S.P-line SE.Use strips.
Onida	L	2 W;hwy 1 E	1889	4	34		Ctn-not maintd.P-line N.Use strips.Ruf.
Parker	P	1 NE;hwy S, E	1340	2	25-S1	F2	Use strips.Soft when wet.P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P)PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2NE;hwy W	1618	4	28	(F1)	E, S, SE blkd; p-lines N, NE, N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26	(F1)	E,N,NE,NW blkd;p-line S,Ruf,Use strips, Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W-U	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use Strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(MG)SIOUX FALLS	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC)Sisseton	P	2.9 ENE	1170	3	30-L-S3	F1	Open April thru December.Use strips.
(PC)SPEARFISH, Black Hills	P	4 E	3929	4	51-B*L1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
Sturgis	L	1 SSW;RR E	3400	1	23		Use strip. Lgt acft only.
(PC)Timber Lake	L	1 SSW; rd E	2162	3	26-(S3)	(F1)	Caution-ruf,Rolling,No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	Use mowed strip.E blkd.
(PC)Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips.
Wall	P	0.5 NW; RR S	2800	3	23	(F1)	Ruf
(P)WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S;hwy W	1848	2	28-B	F2	
(PC)Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B*L4-S5	F1	Soft-wet.Use strips.Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC)Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC)Bowdle	L	1 NW	1963	1	23		Soft when wet. Not attended.
(PC)Dupree Municipal	P	0.6 WSW	2340	1	24	F1	
Faulkton Municipal	L	1 E	1569	1	25-*L4-(S3)	(F1)	Soft when wet.
(PC)Hayes	L	1 NE	1986	1	23		Soft when wet. Unattended.
(PC)Herreid	L	1N	1725	1	22		Unattended
(PC)McIntosh	L	1 SE	2251	1	24		Unattended.
(PC)Wasta	L	1 NW	2584	1	24		Unattended.
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, Tri-City	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	
(P)CHATTANOOGA, Lovell	P	5.5 E;RR E	682	2	h62-BL4,6-S5-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)Clarksville, Outlaw	P	7.4NNW;RR W	544	2	h41-S5	F3	
(PC)Cleveland	L	6NNE;hwy E	865	1	22-(S1)	(F1)	
" Waterlevel		3 ESE;hwy N					ABANDONED
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
(PC)Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Cooperhill-Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5 E;hwy S	1028	1	23		INACTIVE
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S5-W	F1	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd. of E strip. Ctn-T'elec fence NNW of W strip.Rolling.Ditches ends NNW/SSE Strip.
Elizabethton, Carden	L	2.5 SW					ABANDONED.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

(F)-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
Elkhorn, Tennessee Valley Authority		1.8 NW;rd adj E	470				ABANDONED.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	19-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC) Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	26-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8 ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC) Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC) Humboldt	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU	P	2 N;hwy SE	550	3	43-BL2		Twr S; NW blkd.
(P) JACKSON, McKellar	P	5.8 WSW;RR SE	414	2	h35-BL4-S5-W	F2	Use rnwys.
Johnson City	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
Knoxville, E. Tennessee Sky Ranch	L	6 SSW;RR hwy E	822	1	21		Rolling. Ruf, tall weeds.
" Island	P	2.5 E	832	1	37-S5	F3	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12 SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr dys. Use rnwys.
Lawrenceburg, Fleeman	P	3.5 E;hwy E	890	1	19-(S1)	(F3)	SW blkd. NW end ruf.
Lebanon	P	1.8 SW;hwy S	580	3	26-S3	F1	
(PC) Lexington, Franklin-Wilkins	P	0.5E; RR W	516	2	20-*L4-S5	F1	
(PC) Martin, Gill-Dove	P	2.7 S;hwy E	425	2	36-S1	F1	N blkd.
Maynardville, Lakeview	L	6.3 N;rsvr S	1066	1	26		
(PC) McMinnville, Warren County, 16A, ATL-BNA	P	3.8 WNW;hwy N	965	2	32-BL4	F1	
(AF,NG) MEMPHIS	P	5.9 SSE;RR 2 NE	269	4	h89-BL4,6-S5-W	F4	2-way rdo rqrd. Rnwys 9-27;17-35 rstd, to 90,000 lbs. Rnwys 3-21;14-32 rstd to 38,000 lbs. Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F3	P-line S. Rgt tfc E,S.
"-Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	320	3	27-*L4-S5	F3	
Milan	P	3 NNE;canal N	378	2	26-S5	F3	
(PC) Morristown, Murrell	P	4.8 SW;hwy NW	1295	1	34-*L4-S1-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC) Murfreesboro	P	2N;hwy W	615	1	27-S5	F3	
(NG) NASHVILLE, Berry	P	6 SE;hwy S	606	5	(h70)-BL4&7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5 W; RR S	788	1	28-(S8)	(F1)	Atnd week-ends only. Rgt tfc NW
(PC) Paris, Henry County	P	4.3 NW;hwy N	571	2	h25-*L4-(S5)	(F1)	
(PC) Pulaski, Abernathy	L	3.6 SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F1	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED
(AF) Tullahoma, Northern	P	1.5 NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC) Union City, Stewart	P	5 ESE;hwy NE	340	2	h31-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4		
White Pine	L	0.5 S;hwy E	1120	1	19		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Lawrenceburg, Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Sewanee, Univ. of the South	L		1950	1	28		
TEXAS							
Abbott, Stanphill	L	1 S;hwy W	600	1	25		Cattle-fld. Each end ruf. Use strip.
(AF) ABILENE-Army		Airport Now Air Force Installation					
(P) " Municipal	P	2.8 ESE;RR N	1757	4	h37		Closed.
(P) " (New)	P	3.5 SE;hwy N.	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;RR, hwy N	1750	3	30-S5	F1	P-line N. Use strips.
Addicks, C-R-C	L	1.8 E;hwy, RR S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	P	17 WSW	4100	4	19		Rolling, ruf. Use strips. Windmill N. Cattle on field.
Alamo, Valley Star	L	4 NNE;rd W	90	1	19	F1	P-line NW. Use strip.
Albany, Taylor	P	1 N;hwy E	1429	1	h32-(S1)	(F1)	Hills N, W.
(P) Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Alpine, Altuda Ranch	L	10.4 ESE;RR E	4750	2	45		Hills E, W.
" Kokernot Ranch	L	28 SSE;rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW;crk W	3800	3	45		Soft when wet. Windmill NE.
" Starns	P	2.1 NW;RR E	4500	4	42-*L4-S5	F3	P-lines NNE, ENE. Surd by mountains.
Alvin	P	2 NW;hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF) AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	3	h60-BL4, 5-S5-W	F4	Use rnwys.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5	F3	Rgt tfc strip 35. NE/SW Strip clsd. Use strip, rnwy.
(PC) Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4-S1	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28		Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	18		
Arlington, Lucas	P	3 SW;hwy 2 N	611	3	25-S5	F1	N,S blkd;p-line W,NW. Ctn-wet N/S (W)
" Pulley	P	0.6 N;RR S					ABANDONED. Strip closed.
Athens	L	3.2 SSE;rd W	450	1	19	F1	Soft, ruf.
(PC) Atlanta	L	2 WSW;hwy N	276	2	21		Use rnwys & taxiways.
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld. Pole apch end Rnwy 16R.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees.
Austwell, Heard	L	0.5 SSW;RR E, NE	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield	L	1.5 NW;hwy S	2475	2	22		Use strips.
" Ligon Ranch	L	8.7 SSW	3400	2	19		Ruf. Sheep on field.
" Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW Strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23-L4-S5	F1	Caution - weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47	(F1)	E/W, NE/SW Strips used only case of strong winds.
Bandera, Flying L Ranch	P	1.7 SE;riv N	1264	2	h26-S5	F3	NW blkd; p-line ENE
" Mayan Ranch	L	0.7 W;riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE;lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14,17,26.
" Mangum	L	3 E;hwy NW	39	2	25		Right traffic.
Baytown, Tri-Cities	L	3.7 NE;RR E	26	2	23		P-line SE. Cattle on field.
Beaumont	P	6.8 W;hwy S	31	3	34-S5	F1	Use strips. Ruf.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy NE	15	3	h51-BL4-S5-W	F4	HAZARDOUS. Use rnwys.
" Mitchell	L	7 W;RR S	31	1	25	91	P-line S. Rgt tfc S take-offs.
Beeville, Traviand	P	2 NW;RR E	225	3	27-S5	F2	P-line NE,SSE. Cattle-fld-ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	Use strips. Cattle on fld.
Big Lake	L	0.6 NW;hwy S	2700	3	33		P-lines SE, SW. Use strips.
Big Spring, Hamilton	P	1.5 N;hwy S, W	2517	4	32-S5	F1	E blkd;p-line N,NE. Use strip.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N;hwy E	616	1	h30		
Booker	L	0.8 SSE;hwy N	2850	2	25-(S1)	(F1)	N blkd. p-line NE. Soft-wet. Use strips.
Borger, Clearview	L	4.8 WSW;hwy N	3200	3	26		Theatre NE. Soft when wet.
(PC) " HUTCHINSON CO.	P	2 N;hwy S	3052	3	h41-BL4-S5	F4	
Bowie		2.8 NW;hwy S					ABANDONED.
Brackettville, Ft. Clark Ranch	P	2.4 SW;hwy N	1105	3	53-*L3-S1-W	91	
" Frerick Ranch	L	16 SW;rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5 SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;riv E	1390	1	33		
" Stadler Ranch	L	15.2 SW;rd N	995	2	18		Use strips.
(PC) Brady, Curtis	P	3 N;hwy SE	1830	4	42-BL2-S3	F1	Use strips.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE;rd S	10	2	26		NNE, WNW blkd;p-line SSW. Soft when wet. Cattle on field.
(PC) BRECKENRIDGE, Stephens County	P	2.5 S;hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	18;RR, hwy W	460	1	21		Cattle on field.
(PC) Brenham	L	1 ESE;RR NNE	342	3	32-*L4-(S5)	(F2)	
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield, Triangle	P	1.8 SSW;RR NW	3350	3	28-*L4-S5	F1	P-lines E, NNW. Use strips.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E;hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2100
" Mauldin	P	4.4 NNW;RR W	22	3	35-S5	F3	P-lines NE, E, SW, W. Soft when wet. Use strips. Cattle on fld.
(PC) BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F4	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1500	2	18		SE, S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE;hwy N	360	3	27-B-S3	F2	Use strips.
" Diamond W Ranch	L	8.5 SW;riv W	320	2	30		Cattle on field. Use strips. Ruf.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on field.
" Timberlake	L	3 S	360	2	28		S blkd;p-line SSE.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on field.
Burnet	L	1 NE;RR W	1325	2	17		P-line N. Only half of each strip usable due fence.
Butler, Prewitt	L	0.3 NE;RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E;hwy W	610	3	26		P-line W.
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.

F-fuel octane, ➔ New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Camp Wood, Shield Ranch	L	4 ESE	1594	2	20		
Canadian, Hemphill County	P	1.5 SW;hwy E	2300	3	32-S1	F1	Use strips. Ruf.
Candelaria	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
(PC)Canyon, West Texas State College		1.5 ENE;RR NW					ABANDONED
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on field. Use strip.
Carbon-Quarry	L	1.6 E;RR S	1552	1	24		Caution-weeds. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E;hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W;hwy N	310	2	23		W blkd;p-line NE. 85' ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon	L	0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
" Johnson Ranch	L	10.7 SE;rd S	2092	2	37		
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
" Briscoe's Catarina Rch.	L	13.8 WSW	650	1	26		P-line NNW. Soft when wet.
" Diamond H Ranch	L	5 NE	500	2	29		P-line E.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on field.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW. Cattle on field.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on field.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F3	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv 2.5 N	1400	2	15		
Christoval, Edwards	P	2.4 N;riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	P	2.5 NNW;hwy E	1620	4	30-S3	F1	P-line N;hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3400	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on field.
" Hunt	L	2 W; RR N	3400	2	22		SSW blkd. Cattle on field.
" Kitzler Ranch		11.4 SSW					(ABANDONED).
" Logsdon Farm	L	3.5 W;RR N	3400	3	21		Cattle on field.
" Vance	L	1.2 ESE;RR N	3400	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-B*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S5-W	F3	
Colorado City	L	1.5 S; riv NW	2100	3	23		P-lines N, NNE. Rolling. Use strips. Stock on field.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on field.
Comanche	L	4 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16	F1	S blkd.
Comstock, Hayes Ranch	L	16 NNW	1750	1	16		Loose rock on strip.
" Kelly Ranch	L	3 WNW;RR S	1550	1	25		
Conlen	L	0.5 NE;RR hwy S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4, HOU-TUL	P	3.5 NE;hwy W	245	3	h46-BL4-S3	F4	Use rnwys.
Cornudas, Mayfield Ranch	L	8.3 N	4550	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F3	2-way rdo rqrd. Opers area mrkd. Rnwy 8 clsd for tk-offs. Rnwy 26 clsd for landings.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL2-5-S5	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700' strip avail.
" "75"	P	1.8 N;hwy E	480	2	h20-S1	F2	P-line N;twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL2-4-S1-W	F1	
Crane-County	P	1 NNW;hwy E	2580	4	36		Use strips.
Crockett	L	3 WSW;hwy S	370	2	23		Cattle on field. Ruf.
Crosbyton, Paudler	L	1.5 E;hwy N	3017	1	h25-(S1)	(F1)	NW blkd. Use rnwy.
Cross Plains, Bryant	L	1.4 N;rd W	1680	1	25		S blkd. Cattle on field.
Crowell, Foard County	L	0.8 E;hwy N	1479	1	h22		
" Whatley	L	1.8 SE	1460	4	20		P-line NE. Use strips.
(PC)Crystal City	L	1.8 N;R R W	600	1	19		Ruf
" Municipal	L	1.5 NE	610	1	h35		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only Rnwys 17-35,3-21 lgtd.
" Ingram	P	3.4 SE;lk W	3980	2	39-(S5)	(F1)	NE blkd;p-line SW. Soft-wet. Use strips.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N;rd E	524	2	h24-*L4-S5	F3	Use rnwys.
" Hi-Way 77	P	10.4 S;hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd. P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	3	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	483	2	h17-BL4,7-S5-W	F4	145 and jet fuel avail. Use rnwys. Rnwy (ABANDONED). 7-25 perm. discontd.
" Mustang		6 NNE;hwy NE					
" Redbird	P	7 SSW;hwy SE	642	3	h30-S5-U	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	4	28-*L1-S5	F3	h1600' rnwy avail. Ctn-fire break SW.
Decatur	P	1.5N;rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11 ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding field. Rolling, ruf.
Dell City, Lynch Ranch	P	4.3 SSW	3778	1	22		Windmill W.
" Pauley	L	0.5 SSW;hwy E	3710	2	27	(F1)	
Del Rio	L	1.5 W NW, RR S	1025	3	30-*L-S5	F2	N, SE blkd. Rd crosses N/S strip. Rgt tfc strips 12, 17.
" Horn Ranch	L	21 NE;rd W	1290	4	21		Hill NNE. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Del Rio, Townsend Ranch	L	21.9 SE;hwy W	960	4	24		Windmill N. Cattle on fld. Use strips.
(AF) " VAL VERDE CO.	P	4.5 ENE;RR S	1094	3	h49-*L4-W		CIVIL FACS ONLY.
Denison, Grandpappy Point	P	8.7 NW;lk E	694	1	15	F1	Rolling
(PC)Denton	P	4 WSW	652	4	h41-S3	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	42		P-lines E, NE, NW. Use strips.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2100	2	21		NNE, W blkd. Stock on field.
Dilley	L	0.5 SW;RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E;RR S	88	3	25-S1	F1	SE, WSW blkd, p-line W.
Dripping Springs Shields Ranch	L	7.5 NE	1100	2	22		Cattle on field.
Dryden, 29, ELP-BRO	P	5.7 W;hwy N	2323	2	h45-BL2,4		(EMERGENCY ONLY)
" Kerr Ranch	L	4.8 N	2200	3	18		
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on field.
(PC)Dumas	L	0.7 SSE;hwy W	3649	4	38		P-line N, W.
Eagle Lake	L	0.5 NE	210	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.5 E;hwy N	774	3	30-S5-W	F1	WNW blkd, p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9 E;hwy S	865	2	h35		INACTIVE. Cattle on field.
Edcouch, Walker	L	0.6 NE	70	1	31-S5	F1	
Edinburg	P	2.8W;hwy N	90	3	31-S5	F3	ESE, WNW blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	P-lines E, W. No storage.
(PC) " Moore	AF	Airport now Air Force Installation.					
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage. P-lines NNE, SE, SSW.
Eldorado	L	1 W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
" Cage Ranch	L	6 SE;lks S	800	1	50		
(P)EL PASO-International	P	4.8 ENE	3936	4	h90-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys.
Ennis	L	1.5 NW;RR E	546	1	29		
Esperanza	L	2 SE;rd W	3475	2	19		
" McCoy	L	0.5 NE;riv 1S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	25		Rough. ESE blkd.
Falcon, Utah	L	3.9S;riv W	230	1	37		P-line S.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h18-BL4-S1	F1	
Floydada	P	1.2 NNW;RR W	3287	4	27-S1	F1	P-lines W, SSW.
Follett	L	0.8 N	2650	2	20		P-line E. Soft when wet. Ruf. rolling. Use strips.
Ft. McKavett, CB Ranch	L	2.6 W;rd S	2150	2	32		NE, SE, SW, NW blkd. Cattle on field. Caution-holes.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on field.
Ft. Stockton, Allison Hdqs. Ranch	L	31.3 S;rd E	4500	3	19		Hills ESE, WNW.
" Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Elsinore Ranch	L	21 S;rd E	3560	3	20		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strip. Cattle on field.
" Henderson Two	L	19 SSE;hwy 2E	3400	1	21		Rolling
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-*L4-S5-W	F1	Lgts on req after 2100.
" Puckett Ranch	L	27.5 SE;hwy SW	3500	2	22		Use strips. Soft when wet.
" Rachel Ranch	L	29.8 SE;hwy SW	3300	2	25		Soft when wet. Cattle on field.
" Win-Field	L	3.2 E;hwy N	2925	4	54		(EMERGENCY ONLY). P-line N.
Ft. Worth, Conn	L	8 NE;hwy NW	600	1	19		S blkd.
" CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW Rnwy clsd. Use rnwys.
" Hicks	L	12.5 NNW;hwy W	820	1	30		Caution-holes, Cattle on field.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Midwest	P	5.3 ESE;RR NNE	650	3	24-S5	F1	Use N/S Strip. S blkd;p-lines E, SE.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;RR, hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on field.
" Russell	P	7 SSE;hwy NW	680	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
" T. C. U.	L	6.6 SW;RR SE	710	1	30-L-S5	F1	P-line S.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer	L	3.5 E;hwy S	625	1	34		P-line SE. Use strip.
" Duval Ranch	L	10.8 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-*L1-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on field. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garland, Temco-Garland	L	2.2 WSW;RR N	613	1	47		N, S blkd. Use strips.
" Varo	L	1.2 NW	615	1	22		
Garwood	P	1 SW;hwy E	125	1	22-S1	F1	
Genoa	P	1 NE;RR, hwy S	46	3	17-L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	789	3	h41-BL4-S1	F2	ENE/WSW Strip closed-ruf.
Giddings	P	0.8 S;RR W	480	3	27-B*L-S1	F3	Rolling, Ctn-high weeds&grass
Gladewater	L	2 WSW;hwy S	296	2	23		
Glen Rose, Lane	L	6.5 E	820	2	22	F1	P-line NW. Stock on field.
Goldthwaite	P	2.6 SW;hwy NW	1500	1	35	F1	P-line W.
Gorman	L	1 S;rd N	1400	3	22		P-lines NNE, NNW. Soft
Graham	L	2 ENE;hwy N	1120	4	40	F1	P-line NW, NW;hill N.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				TEXAS			
Graham, Rosser Ranch	L	6.7 SSW; riv S	1105	2	33-*L4		
Grapevine, Price	L	3.7 WSW; hwy NW	506	1	16		NNE blkd.
(P) Greenville, Majors	P	6 SSE; RR NE	544	4	h55-B-S5	F1	Ruf. Use rnwys. No storage.
Greggton, Skyranger	L	1.4 SW; RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW; hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW; hwy S	1760	1	h40		
Hale Center, Laney	L	0.5 SW	3400	1	26		
" Laney Farm	L	5.7 NNW	3400	2	21		Rough.
" Mann Farm	L	10.6 WNW	3450	2	27		Cattle on field.
Halletsville, Ragsdale	L	12.8 ESE; riv W	200	1	27-B		E blkd.
(PC) Hamilton	L	2.3 SSW; hwy E	1250	4	28		Cattle on field.
Hamlin, Round Top Oil Co.	L	10.2 WSW; lk S	1940	2	31		Soft.
Helotes, Jaycox	L	2 W	1000	1	20		
(PC) Henderson, Rusk County	P	3 WSW; rd N	440	2	h30-B*L4-S5	F3	Major Engine & Minor acft rprs only.
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling, Cattle on field. Use strips.
(P) Hondo	L	2.1 W; RR S	929	5	h61-*L4		AF primary contract school
" Holloway Farm	L	5 S; hwy E	800	1	14		
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip.
(NG) HOUTSON INTERNATIONAL	P	9 SSE; hwy W	50	4	h65-BL4, 7-S5-W	F4	No lndg rnwy 8-26; take-offs to E only. 70' twr center S edge of fld; unlgtd p-line parallel to and 1000' E of E boundary. Use rnwys. Shoulders-soft.
" Andrau	P	12 WSW; rd W	80	2	h32-BL4-S5-W-U	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h41-S5-U	F1	SSW blkd; p-line E, NW/SE, E/W strips
" Gulf Coast	P	9.5 NNW	88	2	26-*L4-S5-U	F2	500 ft. rdo twr 1 mi W. (soft-wet.
" Linda Sue	L	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
" Sky Ranch	L	8.5 S; RR W	56	2	22		CLOSED. WNW blkd.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC) Huntsville	P	2.5 NW; hwy S	366	3	h25-S3.	F2	2900' strip available.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on field.
" Outpost	L	1.3 E; lk NE	550	3	25		
Imperial, Heagy	L	1.5 SE; hwy NE	2724	1	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW SE, N.
Italy, Bell Branch Ranch	L	5 NW; RR E	550	3	30		NNW blkd; p-line NNE, ENE. Ruf.
Itasca-Community	L	2 ENE; hwy NW	820	2	15		P-line W.
Jacksboro, Grace	L	3.8 WNW; rd E	1100	2	31		P-line SSE.
" Rodeo City	L	4.5 N	1080	2	23		SE blkd. Cattle on fld.
→ Jacksonville	L	3 N; hwy E	709	2	23		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW S blkd.
Jasper-County	P	2.9 SW; rd W	222	2	h26-S1	F1	
(PC) Jefferson, Cypress River	L	2.8 ESE; RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW; hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE; riv S	1100	1	18		Road crosses strip.
" Waller	L	0.5 SW; hwy N, NW	1233	1	16		
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE; hwy NW	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W Strip not
Juno, Mayfield Ranch	L	3 WSW; hwy E	1900	2	19		Hills E, ESE; p-line WNW. maintained.
" Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W. W. West Ranch	L	8.8 NW; rd W	1800	1	27	(F1)	
Keene	L	2 NNW	800	1	17		Cattle on field.
Kendalia	L	2.5 W	1350	1	21		Cattle on field.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	P	0.5 WNW; RR S	4260	4	21		ENE, NW blkd; p-lines SE, WSW.
" Foster Hq. Ranch	L	12 NNW	3880	2	21		Use strips.
" Nevell #2	L	36 NNW	3850	3	26		
" Nevell Hq Ranch	L	16.3 N; rd E	3550	2	21		Use strips. Ruf.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E; hwy S	2840	5	h32		P-line SW, WNW/ESE Strip ruf.
(PC) Kerrville	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F3	Ditches both sides strips.
Kilgore, Elders	P	2.5 NE; RR E	352	1	26-S3	F1	Pools of water on strip after rains.
Killeen, Reed	L	3.6 SE; RR N	845	3	32-S1	F1	P-line N. Use strips.
" Thompson-Youngblood	L	12.3 SSW; riv N	900	1	18		N blkd. Cattle on field.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip available.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-*L1-S5	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lajitas	L	1 NE; rd NW	2300	1	36		Use strip.
" Fowlks Brothers	L	16 NW	4300	1	25		
" Hoof & Mouth Patrol #1	L	13.5 WNW	2580	1	19		Lgt acft only. Hill N
Lamesa, Brown Farm	L	4.5 N; hwy E	3050	2	22		Use strips.
" Hogg	L	3 W; hwy S	3000	2	32		P-line S. Ruf. Muddy-wet. Use strips.
(PC) Lampasas-County	L	6 NW; RR S	1480	3	42		P-line ENE. Road cross es N/S strip. Use strips.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
(PC) LaPorte	P	2.5 WNW; rd S	30	3	40-S5	F4	
La Pryor, Pickens-Coffield Ranch	L	16 W; hwy N	728	1	30		
Laredo	P	6.3 N	508	1	h30-(S5)	(F2)	ARPT OF ENTRY.
" La Mesa Ranch	L	30 NNW	740	2	42		Unattended.
→ Leaday, Miller	L	1.3 SSE; riv W	1525	3	31		SE blkd; p-lines S, W. Soft when wet.
Leakey, Lewis Ranch	L	6 NNW; rd E	1730	1	21		Cattle on fld. Soft when wet.
Levelland	P	2 S; hwy W	3525	4	30-S1	F1	P-lines SW. Use strips. Soft when wet.
Liberty, Darrell	L	4.3 SSE; RR N	30	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36-S1	F1	E blkd; p-lines N, NE, SE, NW.
" White Ranch	L	11.2 SW; lk E	3500	1	19		Caution-weeds.
(PC) Llano-County	L	2.4 NNE; hwy W	1029	2	43-(S1)	(F1)	P-line NW. Ctn-wet. Use strip NW/SE strip
Lockhart	L	2.8 S; hwy E	529	2	28		clsd
Lockney		1.3 SSE; hwy N					ABANDONED
" Brown Farm	L	6.7 NNW; RR S	3350	1	23		P-line W.
" Thompson Farm	L	7 WNW; RR N	3350	1	21		P-line S. P-line N. Ruf.
Lolita, Walker	L	1.8 SSW; RR N	38	3	17		Use NNW/SSE strip only. NW blkd;
Lometa	L	3.5 WNW	1500	1	21		Cattle on field.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longfellow, Cox Ranch	L	8.2 SW; RR S	3700	4	48		Hills SE, WNW.
" Garner Ranch	L	14.8 S; crk S	2625	2	12		(DANGER-SHORT FLD). Use strips.
" Slaughter Hq Ranch	L	15 SSW; crk S	2550	1	22		Pole ESE end of strip. Soft.
" West Pyle Ranch	L	13 NNW; rd E	4000	1	25		Cattle on fld.
" Yoas Ranch	L	6.5 WSW; RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
Longview, East Side	L	2.4 NE; hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE; hwy N	365	3	h52-BL4-S5-W	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE, RR W	35	4	20		P-line W. Use strips.
(P) LUBBOCK	P	5 NNE; RR W	3256	3	h65-BL4 6-S5-W	F4	Use rnwys.
Lufkin	L	2 NW; hwy N					ABANDONED.
(P) "ANGELINA COUNTY	P	7.8 SSW; hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC) Luling Memorial	P	3.5 N; hwy E	480	2	28-S5	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
Marathon	P	0.8 SE; RR N	4100	4	37-S5	F1	No storage. Use strips. Cattle on fld.
" Big Bend Guest Ranch	L	34 SSE	2650	1	15	(F1)	
" Cox Hq Ranch	L	24 ENE	4100	4	37		Cattle on fld.
" Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Dugout Mountain	L	7 WRR hwy NNE	4200	2	37		
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Horseshoe Mesa	L	36 SE; rd N	3000	1	21		Use strip. Cattle on fld.
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(P) Marfa	L	4 N; hwy E	4848	2	h53		
(P) " -ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-(S5)-W	F3	Lgts on req after 2230. Rprs on req. Use rnwys.
" Petan Ranch	L	32 SW	5340	1	61		Use strip.
" Rawls Hq Ranch	L	49 S	4700	4	26		
" Rawls Ranch	L	45 S	3750	2	17		Road crosses NNW end NNW/SSE Strip. Hill ESE. Ruf.
→ Marlin, Rogers	P	1 S					ABANDONED.
" Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC) Marshall, Harrison County	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn & Rnwy lgts until 2300 then on req.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2600	3	17		Use strips.
(PC) Mason-County	L	3.2 ESE; hwy N	1500	3	36		
(PC) McALLEN, Miller	P	1.8 S; hwy E	102	3	h41-BL4-S5-U	F4	
(PC) McCAMEY, Upton County	P	0.8 SW; RR N	2439	3	h44-B*L4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
McLean		1.2 NW; hwy E					ABANDONED
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40-(S1)	(F1)	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
Melvin, Richie	L	3 E; hwy S	1900	2	25		E, S, W blkd.
(PC) Memphis	L	1.4 NNE, RR SW	2082	3	38	(F1)	E, SE blkd.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE Strip.
Mentone	L	0.3 NE	2680	3	15		(EMERG ONLY) NE blkd; p-line S. Use strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S3	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE, crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
→ Mexia	P	1.2 SE; rd N, NE, SW	516	2	23-S1	F1	P-line E. Rgt tfc E, N. E/W strip ruf.
(P) Midland-Arpk	P	3 NNW	2805	3	h64-L4-S5	F4	
(P) " AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4 5-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
→ Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Cattle-fld. Soft N of pipe line when wet. Ruf.
(P) MINERAL WELLS	P	3.6 ESE; hwy N	964	2	h42-BL4-S5	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	2	25		
" -Aero	L	2.5 WSW; RR N	135	2	16		P-line SE. Use strip.
" Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
(PC) " Tri-Cities	P	1.2 N	219	3	h50-S5	F3	CLOSED.
Monahans, Hurd Memorial	M	1.2 SW, RR N	2611	2	h36-*L-S1	F1	Water twr in tfc pat. Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane; → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Montell, McCarthy Ranch	L	4.7 E	1600	2	32		RSE, W, NW blkd.
Moran, Manning Plant	L	6.8 E	1340	1	40		Poles N-use W half of strip. Ctn-weeds.
(PC) Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC) Muleshoe, Warren	L	1 ENE;hwy N	3800	4	43		P-lines N, W, NW, WSW.
Munday, Leflar	L	0.7 E;RR N	1483	1	15		N blkd. Muddy when wet.
(PC) Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4-S1	F3	4300' strip avail.
(N, NG) Newark, Eagle Mtn Lake	L	1 SSE;RR N	745	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle-fld intermittently.
Odessa, Ector County	P	5NNW;hwy W	2988	4	h43-*L1-S5-U	F3	5300' strip avail.
O'Donnell, Gary	P	4 SW;hwy E	3050	2	13	(F1)	
" Nance Ranch	L	13 ESE;hwy E	3000	2	22		Hangar WNW.
(PC) Olney	L	4 WSW	1274	3	h55		Use rnwys.
Orange, Brown	P	3.6 WSW;hwy SE	20	4	50-*L4-(S1)-U	(F3)	P-line SE. Use strips. FEE.
Orla, Tex-Line	L	13.7 NNW;hwy W	2900	2	31		
Ozona	L	4.9 WSW;hwy N	2474	5	42		P-line NNW.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	P	1 N	2330	2	40		Stock on fld.
" Miller Ranch	L	11.9 SSW;hwy E	2200	3	29		Rolling. Loose rock on N,S, E,W Strips.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, J. Y. Ranch	L	17.5 SSE	1700	2	26		Cattle on fld.
" Martin	L	4.4 NE;hwy S	1800	1	18		P-line S. Rolling.
" Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P) Palacios	P	2.5 NW	13	3	h50-S5-W	F3	
→ " Matagordo Club	L	6.5 E Pt. O'Connor	9	5	h43		CLOSED.
(PC) Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J. A. Ranch Hqs.	L	2. 2 E	2800	3	24		P-line NW.
PAMPA, Le Fors	P	5.8 NNW;rd E	3235	3	h45-BL3,4	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18		Surd by mtns. Use strips.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3600	4	29		
PARIS, Cox	P	6.6 ESE;RR N	547	3	h46-BL4-S1	F2	Use rnwys.
" Legion		1.5 N;RR W					(ABANDONED).
→ Pearland	P	0.3 S;hwy W	51	4	26-S5	F2	N blkd; p-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC) PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW;RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC) Perryton	P	3 ENE;RR NW	2942	4	30-L2-S5-U	F1	Fld lgts oper 4 hours after sunset. P-lines E, SE.
"Harbaugh	L	22.2 S;riv S	3000	4	41		
"Urban	L	13.5 SSW	3000	2	17		
"Wermske	L	17.9 SSW;lk N	3000	4	19		P-line W.
Pharr	P	1.8 S;hwy W	95	2	23-S5	F3	W, NW blkd. No Storage.
Pine Springs, McComb's #1	L	7.5 NNE	5000	2	20		Ctn-lgt acft Mtn NW. Hills surd fld.
" McComb's #2	L	10 ENE;hwy S	4600	2	30		
Placedo Junction	L	0.5 NE;RR N	12	2	20		
(PC) Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
Plainview, Brown	L	10.2 ENE;RR S	3350	1	27		E blkd.
(PC) " HALE COUNTY	P	1.6 S;hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips Elev NE;rdotwr NW.
Pleasanton, Haverlah	L	1 N;riv E	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
→ Port Arthur, Parker	P	4 NW;hwy SW	6	4	33-S3	F3	
(PC) Port Isabel	P	10.5 NW	12	4	h53-S1		Use rnwys.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S5	F1	
→ Port Lavaca, Tanner	P	3 S;hwy intxns S	15	3	23-S5	F2	S blkd p-lines N, W, NW.
Port O'Connor, Fisher	L	1.5 W;hwy N	10	1	18		
→ Post, U Lazy S #2	L	4.5 SW	2840	2	20		
" U Lazy S Ranch #1	L	10.7 SSW;riv SW	2500	1	h30-*L4	(F1)	4500' strip avail.
Poteet	L	0.6 SW;RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
" 4-G Ranch	L	12 W	280	2	21		
Presidio	L	8 NE;riv S	2580	1	21		Hills E.
(PC) Quanah	P	2 SW;hwy 1 E	1602	3	h24-S1	F1	
Quemedo, Townsend Farm	L	4 N;hwy E	800	1	26		SSE blkd.
→ Ralls, Watkins	L	3 N;hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-L1-S5	F2	P-lines N, W.
Rankin	L	0.4 NW	2550	2	27		Loose rocks P-line S; hill N. Use strips.
" Kincaid Ranch	L	6.7 WSW;hwy S	2500	2	29		P-lines N, ESE.
Raymondville, Cde	L	3 SE;hwy N	34	1	15		P-lines N, S. Use strip.
" Fox	P	1 WSW;RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Redford	L	1.5 N;riv SW					ABANDONED.
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-*L1-S3-U	F1	P-line NE, NNW. Use strips.
Rio Grande City	L	1 E;RR S	200	2	20		
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26-(S1)	(F1)	P-line SW, Rolling.
Robstown	L	1 SW	77	4	h16		Asphalt broken ruf.
Rockdale	L	2.3 SSE;RR W	470	1	h33		Use rnwy.
(N) Rockport, Aransas County	P	4.3 N;bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E;hwy N	3300	2	20		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F1	Use strips.
Rotan, Phillips	L	9 W;riv 1.5 NW	2200	2	21		
" Whitefield	L	3 SSE	2000	2	21	(F1)	Unusable after rains. NNW blkd.
Round Mountain, West Rch	L	9 WNW	1300	1	h37-*L4		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Ruidosa	L	1 ENE	3000	1	13		Draws each end of strip. Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
" Wieboldt #1		6.3 W					ABANDONED
" Wieboldt #2	P	1 N;hwy N	970	1	30-61-W	F1	S blkd.
→ Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		
(P) SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F3	Use rnwys.
" North Concho		1.7 W NW;riv W,S					ABANDONED.
(P) SAN ANTONIO, International	P	7.8 N;RR SE	800	3	h55-BL4,5,6-S5-W	F4	2-way rdo rcrd ngt.
" Benham Hereford Farm		8 NE;RR W					(ABANDONED).
" Bexar County		7.1 SSW;RR NE				F3	ABANDONED
" Davis		6.7 N;hwy S					(ABANDONED).
" Lakefield	P	10 S;lk E, S, N	550	3	27-S5	F3	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NNW.
San Benito	P	1.5 E;RR, hwy SW	31	2	26-B-S5-U	F3	P-line S. Use strips.
Sanderson	L	2 W;hwy N	2900	1	24	(F1)	Mtns sur fld. Bend in center.
" Big Canyon Ranch	L	16 NNE;rd N	3000	2	15		Use strips. Cattle-fld
" Bullis Gap	L	24.8 SSW;riv SSE	2550	2	26		Mtns sur fld. Use strips.
" Coates Hq	L	36 NNE;rd E	2575	3	24		Mtns sur fld. Use strips.
" C. C. Mitchell Ranch	L	13.2 NNW;hwy E	3100	1	16		Cattle on fld.
" J. C. Mitchell Ranch	L	28 NNE;rd E	2975	1	23		Use strip.
San Marcos, Kalt Ranch	L	5 N;riv W	800	1	26		Cattle on fld.
" Thompson	L	2 SE;riv NE					ABANDONED.
Santa Elena, Diamond O Rch	L	5.5 SW;hwy E	310	1	32		
" Humble Kelsey	L	4.8 ENE	425	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
San Ygnacio, Corallitos	L	5.5 N;hwy W	350	1	50		
" La Perla	L	11.5 N;hwy E	351	1	20		
Saragosa, Rowe Farm	L	1 SW;hwy E	3150	1	19		
Seadrift	L	0.8 NW;hwy E					ABANDONED.
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E;hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Seymour		1.3 SE;hwy N					ABANDONED
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Ind uphill tk-off downhill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC) Shamrock	P	1.3 SSE;hwy W	2322	3	26-BL4	(F1)	Rgt tfc Strip 35.
→ Sherman	P	1.4 SE;hwy N	749	2	h28-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Shiro, McBride	L	2 NW;RR S	330	2	22		
Sierra Blanca, Steiler Rch	L	5.6 NNE;rd W	4550	2	27		Use strips.
Silver, Lazy X Ranch	L	4 NNW;rd E	2025	4	18		Hill E. Cattle-fld. Soft when wet.
Silverton	L	1.8 ESE;RR W	3200	3	22		P-lines N, NE, S, SW. Cattle on fld.
Sinton #1	P	1.3 E;hwy S	50	3	35-*L-S5	F3	Cattle on fld.
Sinton #2	P	2 W;rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E;RR W	3200	1	21		
→ Slaton	L	2.5 NNE;hwy W	3100	2	19		NW blkd. Use strips.
Smithville	L	2.5 SE;lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	2	20		
" Winston	P	2.5 SW;hwy N	2427	2	h48-BL4-S3	F3	W, E, SW, NE, SE blkd.
Sonora, Allison Ranch	L	11.6 E	2350	3	25		Soft when wet. Cattle-fld. Rolling.
" Copeland Ranch	P	15.7 NE	2360	2	31		ESE blkd; p-line S.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7 E;rd N	3200	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4 E;rd N	3200	2	20		N blkd; theatre W end E/W Strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Flying X Ranch	L	10 WSW;rd E	956	3	18		Use strips.
Spur	L	2.2 S;RR N	2363	3	27-*L4		
→ Stamford, Arledge	P	5 SE;hwy W	1603	4	h23-S1	F1	Use rnwys, strips. 3900' strip avail.
Stephenville	P	1.5 E;hwy W, SW	1310	3	30-*L4-S5	F2	Ruf.
→ Stowell, Jones Park	L	1.2 NNW;hwy E	27	1	13	F1	
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd; p-lines NW, NW.
Strawn, Copeland Ranch	L	1.6 S;hwy E	1400	1	21		Cattle-fld. S blkd. Rd crosses strip Ruf.
Sudan	L	1 S;hwy E	3778	1	19		Use strip.
Sulphur Springs	P	1.9 NW;RR S	472	3	35-*L2		S blkd. Ruf. Soft when wet.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW,RR NE	450	3	20		P-line NE. Soft when wet.
(AF) SWEETWATER	P	3.5 W;RRS	2379	3	h62-BL4-S5	F4	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
" Double Heart Ranch	L	9.5 SSE	2540	3	22		P-line NW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		TEXAS					
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S5	F1	W,NW blkd.
Taylor	P	2.2 WNW;hwy S	520	2	h21-*L1-S3	F1	Use strip,rnwy.
← Teague, G & S Sky Ranch	L	1 N;RR,hwy SW	506	1	17-*L		Unattended.
(PC) TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h53-B*L4-S5-W	F4	Rnwy lgts on req after 2000. Use rnwys.
Terlingua	L	2 E;hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE,NW blkd,N/S Strip ruf,short.
" Menchin Ranch	L	11 NE	3400	1	18		Mtn ENE. Use strip.
" Rosillas Ranch	L	28.5 ENE	2950	1	14		Strip used as road. Caution-rutted.
" Stillwell	L	47.4 E;riv E	2010	2	14		
(PC) Terrell	P	1.5 SSE;RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy, RR S	500	1	23-S3	F1	P-line SSE.
Texarkana	P	6 W;RR,hwy N	340	1	22-S5	F3	No storage. Ruf. Use strip.
← Texas City, Gulf Coast	P	2.8 WNW;lk N	7	3	23-S5	F1	N blkd.Use strips.
Texon, Parker	L	2.3 W;RR, hwy N	2700	4	32		Ctn-golf practice on E/W strip.Use strips
Throckmorton, Woodson Oil Co.	L	3.5 NW;rd W	1450	1	15		Caution-weeds, ruf.
Tilden, Arrow Head Ranch	L	13.8 S;hwy E	300	2	74		
" Wheeler Ranch	L	2 N;hwy E	300	1	29		
Toyah, Burchard	L	5.4 WNW;rd S	3090	2	h32		
Truscott, J. Y. Ranch	L	11.7 W	1650	3	17		P-line N.
" TL Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	15 NNW;hwy W	3500	3	33	(F1)	Cattle-fld,Use strips,Wet during irriga-
" Cowan Farm	L	4.6 SW;hwy E	3500	4	18		ENE,E,SE,S,WSW blkd tion,P-line E,NE.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S Strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3500	4	26		N blkd;p-line NW.
" Vaughn Farm #2	L	18 SW	3670	4	40		Cattle on fld.
Turkey	P	2.7 SSW; hwy E	2350	2	27	F1	Use Rnwys.
(P) TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to Rnwys 4-22.
(PC) UVALDE, Garner	P	2.7 E;hwy NW	940	3	h37-*L4-S5-W	F1	Use rnwys.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	20		Cattle on fld.
Vanderpool, Haby Ranch	L	8 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC) Van Horn,Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys.
Van Horn, Gifford Hill	L	9 WNW;RR N	4600	1	26		P-line ESE.
" Looney Ranch	L	35 NE;rd E	4400	3	18		W blkd.
" Munn Bros. Ranch	L	20.7 NE	4200	2	21		WNW/ESE Strip short. Use strips.
" Walker Wells Ranch	L	44.5 NNE;mtn SE	3900	3	18		Cattle on fld.
Velasco, Baugh	L	0.8 NW;hwy SW	10	1	23-(S5)	(F1)	P-lines NNW, SSE.Soft when wet.
Vernon, Wilbarger County, 15, AMA-FTW	P	5 N;hwy E	1261	2	h43-BL4-S5	F3	Use rnwys.
Victoria, Ball	L	6 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use Rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd,Cattle-fld,Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld,Gulley S.
Water Valley, Skeet Ranch	L	13 SW	2330	3	28		Use strips.
← Waxahachie, Stockham Dusting	L	1.5 SSW;hwy E	558	1	19-S3	F1	Unattended.
← Weatherford	L	1 W;hwy N	1179	1	33-*L4	(F3)	Not regularly attended,Use strip.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
(PC) Wellington, Marian	L	1.6 ESE;hwy W	2010	3	29-B		Bcn inop after 2400,N blkd,Use strips. Use only N/S Strip when wet.
Weslaco, Mid Valley	P	1.7 NE;RR W	70	3	h25-S3	F3	Embank, N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2500	3	25		Cattle on fld, Rolling, ruf.
Whitney	L	1.8 SSW	585	2	20		S blkd. Cattle on fld.
" Laguna Park	L	7.5 SW;dam E	590	1	18		Use strip.
" Lake Edge Harbor	L	3.1 WNW;lk W	590	1	21		P-line N. Loose rocks S end.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L-S5	F1	P-lines N,E,S,SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5	F2	3500' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	5	h70-BL4-S5-W	F4	Rnwys 8-26 and 3200' SE end Rnwy 12-30 perm clsd. 3300' NW end Rnwy 12-30 usable lgt acft Rgt tfc rnwys 17R-35C,35R,20,30, indicated by amber lgt mrkrs. No 91/96 octane avail.
Wimberley, Eagle Rock Rch	P	2.4 NNW	1000	1	h26	F3	Deep gully each end of rnwy.
Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3	F1	Rnwy 17-35 clsd ngts.
← Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N,Cattle-fld,Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
Woodson	L	1 SW;hwy S	1250	2	15	(F1)	
Yoakum, 7 SAT-HOU	P	5 NW;hwy N					ABANDONED

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
		NEW AIRPORTS (or airports out of alphabetical alignment)					
		TEXAS					
Anson,Steen	L	2.5 NE;hwy W	1700	1	20		
Haskell,Paint Creek Plant	L	10.8 ESE;dam SSE	1440	1	18		
← Houston,H&H Guest Ranch	P	12 mi N	82	1	40		Use strips.
← Harlingen,Elliott	P	5.5 NNW	40	2	22-S5	F3	No sto,P-line W,N.
Dallas-Flyers	L	7 SW	680	2	34-S5	F1	P-line S end N/S Strip.
← Harlingen New Mun.	L	3 WNW	43	3	h36	F3	P-line S.
← Port Lavaca,Reikert	L	1.5 SW	17	2	18		
← Amarillo-Palo Duro	P	4 S	3636	2	25-S5	F1	Fence SW.
← Kerrick,Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on field.
		UTAH					
(PC) Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E,S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N;rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail. P-line NNW.
(PC) Brigham City	P	3 NW;RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon, 45, LAX-DEN	P	5 N;rd S	7586	2	h74-BL4-S1-W	F3	Strip - ruf.
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P) CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S,W. Use rnwys.
(P) Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F4	Use rnwys.
Dragerton	L	3.7 WSW;RR N	5750	1	41		Soft when wet.
(PC) Duchesne	L	2.2 NNE;riv W	5833	3	51		
Enterprise, 39, LAX-SLC	P	8 NNE;hwy N	5204	1	39-BL2		Ruf, Soft when wet.
(PC) Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on field.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
← Goulding Trading Post, Mounment Valley	L	0.5 N	5155	2	30		SSW,S blkd,Tfc off N,ind S.Use at own risk
Grantsville	L	0.8 S	4420	1	31-S1	F2	Ruf,Use at own risk.
Hanksville,54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S Strip ruf. N end soft when wet.
(PC) Heber-Valley	L	1.8 SSW;hwy NW	5632	1	h44		Rgt tfc rnwy 21.
Howell	L	2 S	4480	1	28		P-line N. Soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC) Hurricane	L	2.5 SSW	3347	2	h34		Mountain E.
(PC) Junction	L	1 NNW;hwy E	6074	1	38		
(PC) Kanab	L	2.6 S;hwy E	4856	2	h53		Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58		Soft when wet.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E;RR S	4414	2	50-BL2		E/W Strip rolling, ruf.
Manti-Ephraim	L	5 N Manti;RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
← Midvale	P	3 WSW;RR S	4505	2	31-S5	F2	Rgt tfc to NNW. P-line SSE. Soft when wet
(P) Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F1	No storage.
(PC) Moab,Grand County	P	7.7 SE;hwy W	4234	1	h47-S5-U	F4	
Mount Pleasant	L	1.5 SSW;RR NW	5857	1	47		Soft when wet. Use strip.
(PC) Nephi	L	2.5 NW;RR E	5010	2	h47		Caution-loose gravel.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
			UTAH				
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
" -Air Park		4 S;hwy NE					(ABANDONED).
Parowan	L	1.8 NNE	6000	2	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-BL4-S3	F2	
Promontory Point, 3,SLC-PDT	P	0.3 NW,RRE, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW,RR E	5277	1	36		Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36		
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6 SE	2887	2	h50-BL2,4-W		
(PC)Salina-Gunnison	L	5.5 NNE Salina	5170	2	h38		Strip ruf in spots.
(NG)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4,5,6-S5-W	F4	Rgt tfc E,S, SE
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW;hwy N	4243	3	42-S5	F2	P-lines N, NNW.
Sandy, Alta Air Park		2.3 E					(ABANDONED)
(PC)Spanish Fork-Springville	P	2.5 NNW,RR E,S	4529	2	h33-S5	F2	Use rnwy. strip only. Strip soft when wet. Tfc on rwny intsxn.
Tooele	L	1.4 WSW;RR W	4983	1	38		
Torrey	L	0.7 S;riv SW	6800	1	30		
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W Strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
NEW AIRPORTS (or airports out of alphabetical alignment)							
White Canyon, Hite-Parker	P	1.5 NNE;riv W	3400	1	35	F2	
			VERMONT				
(P)BARRE-Montpelier	P	3 W;pond 1.5 SW	1149	2	h40-BL4-S5-W	F3	P-line SSE. Use rnwys. only.
(PC) Bennington	L	2.5 WNW;riv N	813	2	20		Grass areas soft-use gravel rnways
Bristol	P	0.7 W;riv SE	570	3	21-*L1-S5	F3	ENE,SE blkd;mtns E to S,No lndgs or take-off to ENE.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	3	h80-BL4,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
Canaan, Bunnell Farm	P	5 S;riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W;RR W	120	2	19-S1	F2	N,W blkd;p-line E.
Fair Haven	L	1.5 NNW;riv 1.5 W	370	1	18		INACTIVE. Soft when wet. P-line S.
Manchester, Equinox	P	1.5 ESE,RR N,W	700	2	18-S3	F1	Use ENE/WSW strip emerg only. Mtns ENE.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd. WSW.
Newport	L	3 SSW;lk NE	930	2	h40		
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-L4-S3-U	F2	Use N/S Rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-maybe cross-wind those times. Auto tfc WNW.
St. Albans, Point Hill	L	3.5 W;bay E	155	1	13		
(PC) St. Johnsbury	P	5.2 N;riv E	814	2	20-(S5)	(F3)	Atnd 1300 sat-daylit hrs suns. N anch between hills. S blkd.
South Shaftsbury, Dailey	P	0.7 NNE;hwy W					ABANDONED.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Thetford, Post Mills	SEE: Post Mills Airport, Vermont under "NEW AIRPORTS".						
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N;riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical alignment)							
East Berkshire	L	1 S	410	1	18		
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
			VIRGINIA				
Alexandria	P	4.5 SSW;hwy E	66	2	h34-S5-W	F1	4800' strip avail. Rgt tfc NE,SE,NE blkd.
" Beacon	P	3 SSW;hwy E	246	2	h23-B*L4-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW.
" Springfield		7 WSW;hwy S					(ABANDONED).
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	28-*L4-S5	F3	NW, NNW blkd.
Altavista	L	6.1 NE	650	1	20		
Arcola, Glascock	L	1 SW;rd SW,SE	250	2	26		N,NE,S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC) Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No opers na Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd.
Bristol	P	3.5 ENE;RR NW					ABANDONED.
(PC)Charlottesville, University of Virginia	P	5 ESE;riv E	300	1	35	F3	Ctc Gordonsville INSACS before lndg when wet. Rnwy 11-29 perm clsd.
Chester, Midway	L	2 E	178	1	20		(CLOSED-NOT MAINTAINED).
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2 WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	P	0.8 NE	1600	1	26	F1	1700' x 40' paved strip avail. Use strip.
Crewe, Mount Hall	P	3.5 NE	300	1	16	F1	
Culpeper	L	1 SW;hwy S	400	2	23	(F1)	Atnd wk-ends, Ant S apch, Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F3	
Deltaville, Berryville	L	1 SW;riv S					ABANDONED.
(N)Driver, Monogram	L	2 WSW;riv W					(ABANDONED)
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE.
Falls Church	P	2 SW;hwy N	350	2	28-S5	F1	E blkd. Soft when wet.
Farmville	P	2.5 NW;RR S	325	2	20	F1	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE;RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd;p-line SSW.
Fork Union	L	1 WSW	480	1	26	(F1)	N,S blkd.
(PC)Franklin	P	2.3 NE;RR,hwy S	37	3	h41-S1	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL2,4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5 S;hwy E	2875	2	22		INACTIVE. Ctn-wet, P-line E.
Gloucester, Evans	L	1.3 S	70	1	45	F1	
Gordonsville	P	2.9 NE;RRS,SE	475	1	20-S5	F1	
" 51, BNA-DCA	P	5 SSE;hwy S	438	2	32-BL2-W		SSW blkd. Soft-wet.
Harcum	L	7 N Gloucester	85	1	38		
Harrisonburg, Hartman		0.9 WNW					(ABANDONED)
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F3	Closed Nov - April.
Independence, Cox	L	4.5 WSW;riv S	2459	1	36	(F1)	Hill E, W. Use strip.
Ivor	L	0.2 SE;RR W	91	1	27		
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	L	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	2	33-*L4	F1	
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW;riv W	15	2	33-*L2		Soft when wet.
Lynchburg, Falwell	P	2.6 SE;lk SE	850	1	32-S5	F1	No storage. Caution land E to W.
(P) " PRESTON GLENN	P	6.7 SSW;RR SE	942	3	h40-BL4-S3-W	F3	
Manassas	P	2.7 NW;rd SW	250	2	21-S5	F1	No sto. P-line WSW. Soft-wet.
" Le Beau	L	1.5 SE;RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	L	3.5 SSE;rd W	800	1	17		CLOSED.
" Lester		0.8 NNW;RR N					(ABANDONED).
" Morris		6.5 SW;lk 1 NE					(ABANDONED)
(N)Melfa Flight Strip	(Arpt now Navy Installation)						
" Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E,NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED.
New Market-Timberville	See: Timberville, Shen-Rock Airport under "NEW AIRPORTS".						
(PC)NEWPORT NEWS, Henry	P	10.4 NNW	41	2	h50-BL4-S5	F3	Deer on field.
(P)NORFOLK	P	6 ENE;RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S,SE blkd.
" Glenrock	P	4.5 E	16	2	h17-S5	F3	2100' strip avail. P-line WSW.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	P	3.5 E;RR S	453	2	h26		
Petersburg	P	6.2 WSW;riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S3	F1	Use rnwy. S blkd. Soft when wet.
" Cumberland		8 S;canal 1.5 W					(ABANDONED).
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1.5 bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
(NG)RICHMOND, Byrd	P	7.2 ESE;RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Central	P	2.5 ENE;hwy WAW	172	4	49-S5	F3	NE, NNW, SE, SSE, SW, W blkd. P-line NW.
" Northfield	P	6.5 N;riv NE	197	2	28-*L2	F2	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
Richmond, Parnell	P	4.8 S; RR E	120	3	27-S5	F3	
" Virginia State Police	P	4 SW; riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE, Woodrum	P	4.2 NNW; hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	P	0.5 SW					ABANDONED.
South Boston, Tuck	L	3.1 ENE; RR S	410	2	27		
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S; hwy NW	20	2	25	F1	P-line W. Use strips.
Staunton	P	4.4 NE; RR W					ABANDONED.
(PC)Tappahannock	L	0.8 SW; hwy S	30	1	h50		
Urbanna, Hummel	See Greys Point, under "NEW AIRPORTS".						
Warrenton, Zieger	L	4.1 S; rd E, NW	440	2	20		CLOSED.
Waverly	L	2.5 NW; hwy S	115	2	35-(S3)	(F1)	NW blkd; brush on NE end strip.
Waynesboro, Augusta		6 WSW; riv SE					(ABANDONED)
" Valley	P	3.7 WNW; hwy N	1400	1	34-S5	F1	Soft when wet.
Weirwood, Kellam	P	1 W; RR ESE	15	2	21-*L-S5	F1	
(PC)West Point	P	2.3 ESE; hwy N	24	3	h50-*L-S3	F1	
Williamsburg, College	L	3 NNW; RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N; riv WSW	90	1	18		ESE blkd. Ctn-high weeds
Winchester	P	3.4 SSE; rd E, S	700	2	22-S1	F1	
Windsor, Garner	L	4.8 NNE; hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wellville, Dalton	L	1.4 NE; RRS	400	1	19		
(P)Suffolk	L	3.8 SSW	71	3	h50		
Chase City, Emiles	L	2.5 W	500	1	18		Soft when wet. P-line N.
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE; lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE; hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW; hwy NE	158	3	h50-BL4-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches P-lines SSE. Soft when wet.
Blockhouse-Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(PC)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW; hwy S	430	1	25	F1	Lnd SE; tk-off NW-apch SE poor. Weeds on NW end. Use strip.
Brewster	L	1 NE; hwy N	900	1	18		P-lines ENE, WSW. Rgt tfc ENE.
Buena	P	L 3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR 1.2 N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW; riv N	174	2	h50-*L4-S3-W	F2	Code bcn, Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE; riv SE	1250	2	26		Ctn-Gun Club, P-line hill SW, Tk-off; lndg Rnwy 16.
Cheney, Savage	L	0.7 WSW; hwy SSE	2400	1	25		Use at own risk. Ruf, Cattle-fld. Cattle-fld.
(PC)Clarkston, Asotin County Memorial	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	Closed winters-snow.
(PC)Colfax, Whitman County	P	3 SW; hwy NNW	2171	1	24-S3	F2	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	P	1 E	850	1	30-S5	F2	WSW ruf, SW blkd; house NE.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE Strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	3	30-*L2		Caution-not maintd. Ruf.
Coulee City	P	2.2 E; RR W	1700	2	33-*L1-(S1)	(F1)	Open 0800-1730 sun.; intermittently wint
(PC)Curlew	L	0.5 W; rd S	1850	1	27		P-line, mtn E. Ruf area to N and S of strip. Use strip.
Dallesport, The Dalles	SEE: The Dalles, Oregon						
Darrington	L	0.5 NW; RR E	545	1	28		Permanently Discontinued.
Davenport	L	0.9 WNW; hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW; hwy SW	2221	1	30		Closed winters-snow.
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WSW; hwy E	740	1	20-(S1)	(F1)	P-line E. Ctn-Mole holes.
(AF)EPHRATA	P	2 SE; hwy SW	1258	3	h73-BL4-S5-W	F2	CIVIL FACS ONLY.
Ewan, Rock Lake	L	2.3 NW; rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	L	1 SW; hwy S	295	1	26-*L2-(S1)-U	(F2)	Rgt tfc WSW Hills S. No storage
Glenwood, Flying L Ranch	L	1 NE; rd W	1900	1	23-(S1)		Stock on fld. Soft when wet. Lgt acft only
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Draper Brothers	L	10.5 SSE; crk SE	1900	1	19		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE; hwy S	2100	1	18		Use at own risk. Cattle-fld.
" Williams Grove	L	4 NW; crk E	2050	1	19		Use at own risk. Cattle-fld.
Graham, Struve's Port		1 N					(ABANDONED)
Greenacres, Spokane Valley Sky Ranch		1.7 ESE; hwy N	2060	1	26		(ABANDONED)
Harrington		1.4 NNW; RR 1 SE					(ABANDONED)
" Valley Farm	L	4 ESE; rd N	2205	1	25		Stock on fld.
(P)HOQUIAM, Bowerman	L	2 W; harbor S, NW	14	1	h50-BL4-S1-W.	F2	Comb open with seaplane base.
Huntsville, Touchet Valley	P	0.5 NE; hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE; bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Issaquah, Seattle Sky Rch	L	1.6 NNW; hwy S	50	1	24		INACTIVE. Soft-wet. Cattle-fld. Hill SSE. Ruf.
Kelso-Longview	P	1.8 SSE; RR SW	25	1	29-BL2-S3	F3	
Kennewick, Twin City		1.3 SE; RR E					(ABANDONED).
" Vista	P	4 W; RR SE	521	2	h35-*L4		Caution-not maintained. Turf ruf.
Kent	P	1.5 SSW; RR E	30	1	29-S1	F2	Do not ind W side of strip children-playing
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE; rd W	1500	1	16		P-line NW, SW. Rd on strip. Use at own risk.
Kittitas, Cameron	L	0.5 N; hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn-ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-lines S.W. SW. Ctn-cars parked edge of fld. N end ruf, soft.
Lacrosse	L	2 SW; RR NW	1491	2	37-BL2-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW; RR SW	2520	1	26		Lnd NE; tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	1.6 NNW; lk S	1916	1	25		Clsd winters.
(PC)Lester	L	1.3 ENE; riv SE	1693	1	22		Clsd winters. Surd by Mtns. Cattle-fld
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle-fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE; RR W	1400	1	14		SSW. Use at own risk. Rgt tfc SSW. Hill NNE,
Montesano, Summit	L	2.7 W; hwy S	190	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Rch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW, tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW; RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1 W; RR hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E. NE.
North Bend, Snoqualmie Pass	L	4.2 SE; hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport	L	1 N; riv SE	1457	1	25		Ctn-loose sand. Cattle-fld.
Odessa	L	1.3 NNE; RR S	1725	1	23		
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S; hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-S1	F2	E/W Strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Packwood	L	0.5 WSW; riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	402	4	h45-BL4-S5	F2	Ctn-breaks.
Pomeroy, Ferrell	L	1.7 ENE; rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co	P	3 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW; lk S	350	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW; hwy ESE	110	1	33		W, WNW blkd; p-line ESE. Rgt tfc ESE. ARPT OF ENTRY.
(PC)Prosser, Beardsley	P	1 WNW; hwy E	694	2	37-BL4-S5-U	F2	NE/SW strip ruf, P-line NE, NW; theater E.
(PC)PULLMAN-Moscow	P	3.4 ENE; RR S	2549	1	h49-L4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L2-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair
" -Valley	L	1.3 N; riv S					ABANDONED.
Quincy, Blanchett's		4.5 WSW					ABANDONED.
Randle	L	0.5 E; hwy N	890	1	17		Use at own risk. Ruf. Rgt tfc E.
" Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W; tk-off E.
(P)Renton	P	1.7 WSW; riv E	32	1	h54-BL2-S5	F4	Rgt tfc Rnwy 33. S 1000' rnwy 33 clsd to
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW. Indgs xcpt for hvy acft
Richland-C.A.P.	L	1.3 SSE; riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed except on prior permission.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE.
(P)SEATTLE, Boeing	P	4.8 SSE; RR E	17	2	h100-BL3,5-S5-W	F4	ARPT OF ENTRY.
" Gaffney's Lake Wilderness	L	22 SE; RR N	460	1	17		-3% grade ESE to WNW. Ctn-loose gravel. ESE apch poor. Hotel N.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Seattle, Lake Air Park	P	6.9 ESE, rd N	35	1	20-S5	F3	Enter tfc pat, NW over bridge.
" North Seattle	P	9.7 NNE; hwy S, W	470	1	h22-S5	F2	Ctn-mil acft may pass thru tfc pat.
(P) " -TACOMA INT'L	P	10.5 S; hwy E	416	4	h75-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW; rd NE	680	1	18		Lnd ENE, tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW; hwy ENE	278	2	h52-L2-S1	F2	CIVIL FACS ONLY, Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.
(PC) Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW; RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S, NNW blkd; p-lines N, S, SSE.
South Bend, Willapa Harbor	P	2.5 NNW; riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE; hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5	F2	S blkd.
(P) " Felts	P	4.9 ENE; riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY 1800' ext avail NE end NE/SW Strip.
(N, AF, NG) " GEIGER	P	6 WSW; hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 2, 7, 34. Use rnwys.
" Lemen	P	9.5 ESE; hwy N	2040	1	32-S5	F2	Rgt tfc NE. P-line NE.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE; RR S	2000	1	18		Use strip
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	C	4.4 W	375	2	23-L2-S5	F2	Both ends of NNE/SSW strip drop 20'.
← " Barry's Sky Harbor	P	2.3 ENE; riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
" Lakewood		6 SSW; lk SE					(ABANDONED)
" -Air-Park	P	2.9 WSW; lk W	250	1	35-S5	F2	Tfc crossing 2800' N of S end. Stack E of S end.
← Tekoa, Willard	P	1.5 ENE; RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
Tieton, Anderson's Tieton Reservoir, Tieton	L	1.3 NE; riv 1 N	2000	1	18		SE blkd. Stock on fld.
	See Rimrock, Tieton Arpt under "NEW AIRPORTS"						
TOLEDO-Winlock	P	3.4 NE; hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW; riv 1.5 E	1250	1	42		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N
Tono	L	0.8 WNW; RR S	215	1	20		P-line E. Calm wind lnd E; take-off W.
Toppenish	L	3.2 SSW; hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver		5 NE					(ABANDONED)
" Evergreen	P	4.8 ESE; hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE; channel ESE	100	1	18		Lnd W NW; tk-off ESE. Cattle-fld. Rolling, ruf.
(P) WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip. on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
(PC) Wenatchee, Fancher	P	2.5 NE; hwy S	1440	2	33-S1	F2	60' center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE; hwy 1 S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW; RR SE	2175	1	30-S5	F2	P-line NE. P-line NE. Rolling.
" Kunz	L	5.2 NE; hwy W	2375	1	16		Lnd NE, tk-off SW. Use at own risk.
Wilson Creek	L	0.5 ESE; RR S	1460	2	21		Ctn E/W strip soft, ruf. Ctn-drops 260' to W, NW.
Winthrop, Intercity USFS	P	4 SSE; riv SW	1650	1	32		
" Pasayten USFS	L	38 NW; riv E	4250	1	32		(EMERG ONLY). Cattle-fld. Rgt tfc NNE.
(P) YAKIMA	P	2.8 SSW; RR 2 E	1077	3	h50-BL4-S5-W	F4	N/S Taxiway clsd. P-line N, S.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Wilbur, Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Lnd N, tk-off S. Use strip. Rolling. P-line N.
Waterville	L	1 NE; hwy S	2460	1	23	(F1)	E 400' strip ruf.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-lnd NE; tk-off SW, NE blkd.
Queets	L	0.7 SW; riv N	15	1	20		
Woodland	L	0.4 SE; riv E	35	1	20		Strip subject floods when riv high. Trees, SW blkd, bldgs NW apch. Ruf. Ctn-brush
Oakesdale, Ripley's Ranch	L	5.3 SW	2550	1	18		
Eatonville, Swanson	L	0.7 NE; RR E, W	950	1	22		Ctn-gravel pit adj NE end of strip.
(PC) Othello	L	0.7 NE; RR 1 W	1120	1	25		
WEST VIRGINIA							
(PC) Beckley-Mt. Hope	P	2.6 N; hwy S W	2325	1	28-S3	F3	Rgt tfc, Ridges N.
Belington, Audra	L	6 WNW; riv jct N	2100	1	16-(S3)	(F1)	Ctn-soft, muddy, rutted.
Buckhannon, Lewis	P	2.4 W; RR N	1435	aw	16-S1	F2	
Burlington, Baker's	P	0.5 NNE; crk S	740	1	24-S5	F1	WSW blkd.
(NG) CHARLESTON, Kanawha County	P	3 ENE; RR, riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Livestock on fld.
(PC) CLARKSBURG, Benedum	P	6.7 ENE; hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs Rnwy 16-34 prohibited.
" Patton	L	7 SSE; hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P) ELKINS	P	2.7 S; bet RR, hwy	1987	2	h45-BL4-S3-W	F3	P-line SE, SW.
← Fairmont	L	3 SSW; rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW; hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling. Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	21-S5	F1	Ditch S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
Keyser	P	1 SW; crk, hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW; hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
Marlinton		1.5 NNE; rd N					(ABANDONED)
(P) MARTINSBURG	P	4 SSW; hwy NW	556	2	h50-BL4-S5-W	F3	Use rnwys.
" North End		2.5 NNE; RR W					(ABANDONED).
Moorefield	L	1 NE; RR W	980	2	25		Rolling. WNW blkd.
(P) MORGANTOWN	P	2.8 ENE, hwy S N	1256	3	h36-BL2-S1-W	F3	185' ext S end Rnwy 17-35 under const.
New Cumberland, Herron	P	4 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE Strips
Parkersburg, Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing.
(P) " WOOD COUNTY	P	7 NE; bet hwys	856	3	h44-BL4-S5-W	F4	Ctn-Dip midway Rnwy 15-33.
Pence Springs, Hinton-Alderson	P	1 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW; riv N	945	1	27-BL2		
← Philippi	L	4 S; hwy S	1900	2	15-*L1-(S5)	(F1)	
Princeton	P	1.7 SW, hwy E	2450	1	27-S1	F1	Unmrkd row of lgts S edge of strip.
Reedsville, Arthurdale	SEE: Arthurdale Airport under "NEW AIRPORTS".						
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	1.8 SE, RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW; riv N	400	1	26-S1	F1	Rgt tfc.
Spencer, Roane County	L	1 SE; hwys N, S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E, S	1264	1	31-BL2		P-line SW.
← Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
← Weirton	P	2 E	1145	1	h21-S5	F2	
← Welch	P	3.4 ESE; RR S	2100	1	21-L4-S1	F1	
(PC) Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P) WHEELING-Ohio County	P	7.5 NNE; riv 2 W	1195	3	h50-BL4,6-S1-W	F4	Stay on hard surface.
(PC) White Sulphur Springs, Greenbrier	P	2.3 SW, bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng. acft.
(PC) WILEY FORD. Cumberland	SEE: Cumberland Arpt, Cumberland, Maryland						
Williamson, Morris		3.5 NNW; riv W					(ABANDONED)
Winfield, Clark	P	6 SE; bet hwy, riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
← " Honaker's	L	1.5 E; RR E					ABANDONED.
NEW AIRPORTS (or airports out of alphabetical alignment)							
← BECKLEY, Raleigh Co. Memorial	P	3.5 E, RR NNE	2504	1	h42-B-S1	F3	Unlgtd 90' pole 1 mi E end E/W Rnwy 1 to S of centerline of apch.
(P) HUNTINGTON, Tri-State	P	6.8 SW; RR W	827	1	h46-B*L6-S1	F4	Rnwy lgts on req after 2400.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line W NW.
Arthurdale	L	0.5 SW; hwy E	1720	1	17-(S3)	(F1)	Atnd wk-ends. ESE blkd. No storage.
BLUEFIELD, Mercer County	P	4 NE	2818	1	h47-S1-W	81	No ngt operns.
WISCONSIN							
← Antigo	P	2 ENE; hwy N	1483	2	33-S1	F2	
(PC) Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	n37-BL4-S5	F4	P-line NW.
Ashland	L	2.5 SSE; RR E	727	2	22	(F2)	P-lines NE, SW. Use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F1	P-lines SW, NW. Use strips.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W, lk N, E, W	910	2	27-S5	F2	Rolling.
← " Midway	L	4 ESE; hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE; RR W	800	1	23-S5	F2	
← Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1650	2	39-*L4	F3	Clsd winters. Use strips. No sto.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-lines N, NE, NNE.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February. W, SSW.
Burlington, Wereley	L	1 SE; hwy NE	750	1	20-S1	F1	Rolling. (Irreg atnd, winters. Use strips.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	P	1.8 SE; hwy N	920	1	16-*L	F1	Rolling.
Cassville	L	1.2 ESE; riv SW	627	1	25		Advise use tfc pat over river. S Use strips.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not lnd Strip 13 or tk-off Strip 31. P-line
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd; p-line SE, S; ant W.
(PC) CLINTONVILLE	P	1 ESE; hwy N	828	3	h38-BL4-W	F2	
Colby-Abbotsford	L	1.2 NNE; RR E	1400	2	26-*L		NNE blkd.
(PC) Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR, hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC) Cornell	L	2.5 E; hwy S, W	1143	1	22		
← Crandon	P	2.2 SSW; lk E	1640	1	23	F2	Use strip.
Crivitz	P	3.3 WSW; dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC) Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Dallas	L	0.7 SSE; RR W					S blkd.
Delavan, Lake Lawn	L	2.3 E; hwy S	980	1	29	F2	Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd, E/W strip ruf.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW; hwy SE	800	2	26-*L-S3	F2	
Eagle River	P	1.3 NW; riv N	1644	2	36-S1	F2	P-line E.
(PC) East Troy	P	0.3 W; bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P) EAU CLAIRE	P	3.5 NNE; riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	P	5 SW; bet hwys	840	2	31-(S5)	F1	
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC) Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC) Ephraim-Fish Creek	L	2 SW; hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW; lks E, S	1410	2	40	F2	N, SE blkd.
" Price Lake	P	13.7 SW; lk E	1420	2	26-S1	F2	Not maintd winter months. N blkd.
Fond du Lac	P	1.9 ENE; hwy S	769	3	28-L4-S5	F4	Lgts req after 2200. P-line NW.
(PC) Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Fredonia		1.2 ENE; hwy W					ABANDONED.
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd, p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg, 7, MPS-QT	P	1.5 NNE; riv S	927	2	42-BL4-W		Bare spots soft when wet.
(P) GREENBAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	P	4.5 S; riv E	600	2	34		CLOSED-Marked.
Green Lake		3.8 W					(ABANDONED).
Hager City, Red Wing	See Red Wing Arpt, Minnesota under "NEW AIRPORTS"						
Hales Corners	P	0.7 SSE; hwy W	770	1	21-S3	F2	Use strip.
Hartford	P	2 NNW					ABANDONED.
Hayward	L	2 NE	1200	2	29		
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE; RR NW	880	4	23-S5	F3	
(PC) " ROCK COUNTY	P	4.5 SSW; hwy E	807	3	h54-BL4-S5-W	F4	
Kenosha	P	2 S; RR W	623	2	30-*L-S5	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc Rnwys 34, 2 L Ruf. Ctn-Construction.
(P) LA CROSSE	P	5 NNW; riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bodi-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd
Ladysmith, Rusk County	P	5.5 ENE; riv NW	1230	1	30		
Lake Delton, Wisconsin Dells	P	0.8 SE; hwy E	910	1	20-S3	F2	Rolling. No storage
Lake Mills	L	4.5 NW; hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW, hwy N	1550	1	30-BL4-S5-U	F3	Not maintd winter months. N blkd.
Lancaster, Vesperman	L	1 ENE	1100	1	18		S blkd.
LAND O'LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	P	2.7 WSW	1550	3	31-S1	F2	Not maintd winter months. E blkd.
(PC) La Pointe, Madeline Island	L	1.2 ENE, hwy NW	646	1	28		
Lone Rock, 15, CHI-MPS	L	2 NNE; hwy S	717	3	38-BL2-W		Permanently Discontinued.
(AF, NG) MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6-S3-W	F4	Rds E, NE. 2-way rdo rord. Unlgtd TV ant, N; trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC) Manitowish Waters	P	1.2 SSE; hwy NE	1600	2	36-S1	F3	
Manitowoc	P	1.6 NNW; RR W	653	1	h38-BL4-S5-U	F2	
(PC) Marshfield	P	2.3 SSW; hwy E	1253	2	h28-*L-S5-U	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L1-(S1)	(F1)	
Medford	P	1.8 NNE; hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips.
" Taylor		2 SE; riv NW					(ABANDONED)
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line NSE.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
Milwaukee, Brown Deer	P	10 NNW; hwy N					ABANDONED.
(PC) " Curtis-Wright	P	6 NW; riv 1 W	745	5	h32-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,8-S5-W	F4	P-lines NE, SE, NW. Rnwy 18-36 perm clsd. Rnwy 6-24, 4800' open to all acft days only. Rgt tfc Rnwy 1 and 6. 145 octane avail
(PC) " Maitland	P	3 ESE; riv S	588	1	h29-S1	F2	Rgt tfc N.
" Sky Haven	L	8 WNW; hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd transient acft. Not maintd wint. mos.
Minocqua	P	3.3 S; hwy W	1590	4	37	F2	E, W blkd. Use strips. Lnd at own risk.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-ditch E side N, S strip
Montello, Myrland Farms Skylodge	P	1.5 NNW; lk W.	850	1	21-S1	F2	Closed Dec., Jan., Feb. NW blkd.
Neenah, Valley	P	3.9 SW, hwy E	760	1	21-S3	F1	P-line E. Rolling. Use strips
Neillsville-Memorial	L	5.7 W, hwy SW	1000	4	21		P-line SE. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE; hwy N, S	890	2	24		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE; bet RR, hwy	700	2	25-S1	F2	P-lines NE, SW, NW.
Omro, Reds	L	3 N, RR 1 E	800	2	18-*L		Use strips.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY / FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC) Osceola	L	0.5 SE; hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC) OSHKOSH, Winnebago Co.	P	2 SSW, RR E	790	4	h48-BL4-S5-W	F4	S blkd. p-lines N, NE, E. Rgt tfc tk-offs rnwys 4, 9.
Palmyra	L	0.5 NW, hwy E	854	1	21		P-line SW.
Pardeeville	L	0.6 SW, RR N	810	1	23		
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3*	27-S3	F2	No storage. NS, ES, NW blkd; p-line SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E; hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling.
(PC) Phillips	P	1.2 N, RR W	1475	2	35-*L-S1	F2	Ctn-parked acft S. Use strips.
Plainfield	L	0.5 SW, hwy N	1100	2	20		NW blkd, p-line SW.
Plymouth, Carm	L	1.9 NW	900	2	22-*L4		Use strips.
" Chaplin's	P	1 NNW, RR W	868	1	22-S5	F2	P-line W, hill E. Use strip.
Portage	P	1.7 SSW, crk N	780	1	24	F1	W blkd.
" Mael	P	1.6 NW, hwy W	820	2	30-S5	F2	P-lines S, W Ruf.
" -Manley	L	4.5 SE	800	1	32		P-line W.
Prairie du Chien	P	2.6 SSE; hwy E	650	2	30-S1	F2	E, S blkd. Rolling. Use strips.
Pulaski, Kubiak's	L	1.5 E, RR 1 SW	780	1	24		
Racine, Horlick-Racine	P	2 N, RR E	665	4	h40-B*L4-S5-W-U	F4	Use rnwys, strips. Sod unsafe.
Reedsburg	P	1.5 E, RR S	880	2	23-S5	F1	N blkd. Major eng rprs only.
(PC) RHINELANDER-Oneida County	P	2.2 WSW; riv SE	1599	2	h39-BL4-S3-W	F3	Use strip, rnwy.
Rice Lake	L	3.9 NNE; lk W	1150	3	35		SW, W blkd, p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE, lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE; hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE, RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW, riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW, hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE, hwy W	640	1	19		
(PC) Shawano	P	2.3 ENE, RR S	813	3	40-S3-U	F2	NE, SE blkd; TV ant, W. Ruf. Use strips.
Shell Lake	L	1.2 SE, lk N, E, S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE, hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC) Siren, Burnett County	P	2.6 NNE; hwy E	988	4	h39-BL4-S5	F2	W blkd.
Sparta-Angelo	L	2.2 NE; RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	P	0.5 SW	1310	3	26-S1	F2	W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC) Spooner	L	5 NE; RR 1 NW	1103	3	22		
" Commercial	P	5 N, lk NW	1072	3	26-S3	F2	Use strips. Rolling.
(PC) STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
Stoughton, Nelson	P	1 E; hwy N	880	2	20-S1	87	Use strips.
(PC) Sturgeon Bay, Cherryland	P	2 WNW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC) Superior, Bong	P	2.3 S	674	2	33-S5	F2	Twr NW, P-Line SE. Use strips. Soft and ruf NW, SW blkd.
Three Lakes	L	0.5 S, RR E	1660	2	21		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW, riv N	1450	3	30		Rgt tfc W, SW. No lndg to NW SE blkd; p-line SSW. Lnd at own risk.
" Werner	P	1 E	1450	1	22-S1	F2	SW end blkd. Clsd winter months.
Valmy, Felhofer Bros.	P	0.5 S, hwy N					ABANDONED.
Watertown	L	1.2 S, riv W	820	3	h28-(S5)	(F2)	NW blkd.
Waukesha-County	P	1.8 N, hwy NE	904	3	h30-L4-S5-U	F2	S blkd.
(PC) Waupaca	L	4 ESE, riv N, E	860	4	28-(S3)	F2	Attnd wk-ends. Use strips-wet
Waupun	P	2 WSW; hwy N	915	3	25-S3	F2	P-line N, S silos W, E/W strip ruf. Soft-wet.
(P) WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC) Wautoma	L	2.3 SSW; lk S	858	3	28		
West Bend	P	2.9 E; riv S	880	2	31-B*L2-S5	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 N, W; hwy N	1020	2	22-S5	F2	Ctn-soft where culvert crosses strip
Wild Rose	L	2.5 NE; riv N	990	2	34		P-line N. Rolling.
Winter, Rainbow Lodge	See Ojibua, Rainbow Lodge Arpt under "NEW AIRPORTS"						
Wonewoc, Castle Rock	L	1.1 NNW, hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	L	3 W	1600	2	25-(S5)	(F3)	W blkd. Services avail, on req.
NEW AIRPORTS (for airports out of alphabetical alignment)							
Ojibua, Rainbow Lodge		1.2 NE; riv S					ABANDONED.
Solon Springs	P	3 S; hwy E	1100	1	22	F1	
Lily		0.8 SE; hwy S					(ABANDONED).
Kendall	P	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
Wisconsin Rapids, Peterson's	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Mauston-Woodside Ranch	L	5E; riv S.	880	1	20		CLSD WINTER. Rolling.
WYOMING							
Afton	P	0.3 S, hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W, N blkd.
Baggs	L	1.4 S, hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N, hwy E	6900	2	64		
Buffalo	P	2.6 NNW, crk SE	4900	2	40-BL2-S5	F3	Strips ruf.
" Lake De Smet-Seney Pt	L	9 N, lk W	4630	1	16		Use with ctn.
(AF, NG) CASPER, Natrona Co.	P	7.5 WNW, hwy SW	5348	4	h90-BL4-S5-W-U	F4	All tfc avoid Wardwell Fld tfc pat.
" Wardwell		5 NNW, hwy E	5346	3	h52-S3	F3	ABANDONED

F-fuel octane, ➡ New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page)

(12-28-54)

CITY AND AIRPORT NAME	TYPE	LOCATION (statute miles)	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
(NG)CHEYENNE	P	1 N;hwy W	6156	3	h75-BL4-S5-W	F4	Avoid hospital E.
(PC)Cody	P	2 ESE;hwy S	5096	2	h54-BL4-S5-U	F3	N/S rnwy clsd,P-line SW.
Cokeville	L	2.5 SSW;riv E	6250	2	45	(F1)	
Cowley	L	2 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL4-(S5)-W	(F3)	ENE/WSW perm discontd,P-line NE.
Dull Center,Sherwin #1	P	8.4 NE;riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on fld winters.
Encampment,Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW,NW.
Ft. Bridger,9,SLC-OMA	P	5N; hwy E	7016	2	51-BL2-W		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn-peak W.
" Arpk	L	1.7 ESE;RR N	4500	3	37		INACTIVE,NW blkd.
(PC)GREYBULL	P	2 NW;hwy S	3933	2	51-BL4-S5	F3	
Guernsey	L	0.5 SE;RR N	4375	2	32		Ruf,N/S strip rolling.
Hyattville	L	4.4 W;crk S	4400	1	27		
JACKSON	P	9 N	6438	1	57-S1	F3	Wea.avail June 15 thru Sept 15,Corral SSW.
Kemmerer	L	1.5 NNW;RR S	7282	3	T1-BL2		
Lander	P	1.5 S;riv W	5586	1	h49-B*L4-S1-W	F2	No storage.
(P)LARAMIE,Brees	P	4 W;hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf,Posts N,E,S,W.
Lingle	L	1.2 N;hwy E					ABANDONED.
Lovell	L	1 SE;hwy W	3850	1	25		CLOSED,SW blkd.
Lusk	P	2.9 E;RR,hwy S	4960	1	49-S5	F2	
(PC)Medicine Bow,31,SLC-OMA	P	1.3 SE	6646	4	37-B		P-line NE,Ruf off strips.
(PC)Newcastle,Mondell	P	6.2 WNW;RR N	4165	2	h45-B*L4-S1	F1	P-lines N,E.
Pavillion	L	1.2 N	5625	4	29		Embankment E,Rolling.
Pine Bluffs		4.2 WSW;hwy 1 S					(ABANDONED).
Pinedale	L	6 SSE;hwy N	7200	2	45		
(PC)POWELL	P	8 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR,hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5476	4	51-B*L4-S1	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	Fuel avail 0730-2200.
Saratoga	L	0.7 SSW;hwy E	6900	3	68	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2 SSW;crk N	4021	2	h60-BL4-S5-W	F3	
Sundance,Schloredt	L	1.8 SW	4800	3	17		
Sussex,22A,CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S;rd NE	4250	1	23		
Thayne,Humpherys	P	2.5 NNE;riv 2 W	6000	1	29		INACTIVE,Use at own risk.
Thermopolis	L	1 N;hwy E	4535	2	34		Hill SW. (EMERG ONLY).
(PC)Torrington	L	4.2 S;hwy W	4350	4	37-*L1-(S1)	(F1)	S,W blkd;p-lines SE,SW,NW.
Wheatland	P	1.2 E	4775	1	42-BL2-S1	F1	
(PC)WORLAND	L	3.3 S;canal NW	4254	2	h52-BL4-S1	F3	NW/SE strip ruf.
NEW AIRPORTS (or airports out of alphabetical alignment)							
Worland,Wostenberg	L	4 E;hwy S	4200	2	26		
Wright,Isenberger Ranch	L	8.5 NE	4837	1	24		
PUERTO RICO							
Arecibo	M	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	C	2.5 W;RR S	75	1	h35-S5	91	Use rnwy
MAYAGUEZ	M	4 N;RR W	29	1	h42-W	F1	
Ponce, Don Q	P	3 E;rd S	25	1	31		Soft, dangerous when wet. ESE blkd.
San Juan, Puerto Rico Intn'l.	M	6 ESE;Ocean N	9	1	h78		Ctn-const, emerg use only.
SAN JUAN-Air Terminal	M	2 S;bay W	11	1	h53-BL4-S5-W	F4	ARPT OF ENTRY.
Santa Isabel	M	1 E;RR S	27	1	h40-L4-W	F1	
Santa Rita	L	1 W;RR W	50	1	30		W blkd.
VIRGIN ISLANDS							
ST. CROIX, Christiansted, Hamilton	M	6.5 SW;Sea S	57	1	h40-B*L4-W	F3	Use North rnwy only.
ST. THOMAS, Charlotte Amalie, Truman	M	2 W	10	1	h42-B*L4-S1-W	F3	Hill E,100' extreme eastern end Rnwy 9-27 clsd-mrkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

NOTICES TO AIRMEN

SPECIAL NOTICES

√ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVER FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and the Los Angeles (International) Airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) Airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS": Effective December 9, 1954, Part 60 of the Civil Air Regulations is amended to provide, among other things, for the use of the term "Restricted Area" for what was formerly called "Danger Area" and for a definition of this term as well as that of "Prohibited Area" (somewhat similar to the former term "Airspace Reservation.").

Restricted Areas (which are designated by the Administrator of Civil Aeronautics when he finds that a hazard to aircraft in flight exists) are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions".

Prohibited Areas are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft is prohibited."

Avoidance of prohibited areas and operations within restricted areas strictly in accordance with the published restrictions are imperative to the safety of flight or the protection of the activity on the ground. Any person desiring to secure permission to fly in such areas contrary to the prohibition or the restrictions imposed, should contact the agency controlling that area. Prohibited and restricted areas, indicating the prohibitions or restrictions to flight and the name of the using agency, are carried in the Airman's Guide, appear in other publications of aids to air navigations and are depicted on aeronautical charts.

(12-28-54)

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these patterns should be made at speeds within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

√RESTRICTED AREA AMENDMENT: The following restricted area shall be effective January 4, 1955 thru April 3, 1955.

In Section 608.15, a Camp Hale, Colorado temporary area, (R-482) is added to read: Name: Camp Hale, Colorado; Description: North boundary: latitude 39°40'00", East boundary: longitude 106°03'00"; South boundary: latitude 39°21'00"; West boundary: longitude 106°26' 00". Designated Altitudes: Surface to 20,000 feet MSL. Time of Designation: Unlimited January 4, 1955 to April 3, 1955. Using Agency: Camp Carson, Colorado.

√AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, No. 18 dated November 16, 1954 as follows:

(1) Page 4- Item 22- Whitwell (VOR) Intsxn - Chattanooga 312° magnetic radial should read: Chattanooga 311° magnetic radial.

(2) Page 4 - Item 4 - Reid Intersection - direction northwest on the northeast course of Greensboro should read: "direction northeast on the northeast course."

Item 5 - Reid Intersection (VHF) - "...northeast on the 055° magnetic radial. Inbound course to fix 235° magnetic...should read: "northeast on the 054° magnetic radial.

Item 15-Charlotte, N.C. ILS outer compass locator...."...direction from holding point-SW on the SE crs of ILS localizer.....should read: "direction from holding point - SW on the SW course of the localizer."

√AIR ROUTE TRAFFIC CONTROL BOUNDARY AMENDMENT: Effective immediately the following ARTC boundary is established as follows:

(1) The Washington-Pittsburgh ARTC boundary is established to read: At uniform points 35 statute miles northwest or west of the Martinsburg, West Virginia, VOR station on Victor 8, Victor 44, Red 20, Red 61, Blue 47, and on the new Johnstown, Pennsylvania - Martinsburg Victor airway.

√ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or cancelled as indicated:

DESIGNATED

(1) EMPIRE INTSXN - Wheeling, West Va., VOR 360° magnetic radial to intersect the Greater Pittsburgh ILS west course and/or a bearing from the Clinton "MH" facility to this point.

(2) WHEATLAND INTSXN - intersection of the east course of the Williams, Calif., LFR and a 160° magnetic bearing to the McClellan, Calif., Rbn.

(3) WHEATLAND INTSXN (VHF) - the intersection of the east course of the Williams, Calif., LFR and the 354° radial magnetic of the Sacramento, Calif., VOR

(4) MONROE, MO., INTSXN - the intersection of the 152° magnetic radial of the Quincy, Illinois, omnirange and the 276° magnetic radial of the St. Louis, Missouri omnirange.

(5) NEW FLORENCE, MO., INTSXN - the intersection of the 180° magnetic radial of the Quincy, Illinois, omnirange and the 276° magnetic radial of the St. Louis, Mo., omnirange.

(6) ABERNANT INTSXN - Birmingham, Ala., 223° magnetic radial and the Tuscaloosa, Ala., 080° magnetic radial.

(7) SHADY GROVE INTSXN- Evergreen, Ala., 057° magnetic radial and the Montgomery Ala., 134° magnetic radial.

(8) KENT INTSXN - Montgomery, Ala., 046° magnetic radial and the Columbus, Ga., 268° magnetic radial.

(9) DEATSVILLE INTSXN - Montgomery, Ala., 355° magnetic radial and the LaGrange, Ga., 248° magnetic radial.

(10) ORVILLE INTSXN - Montgomery, Ala., 279° magnetic radial and the Tuscaloosa, Ala., 159° magnetic radial.

(11) HONORVILLE INTSXN - Evergreen, Ala., 057° magnetic radial and the Montgomery Ala., 189° magnetic radial.

(12) GEORGETOWN INTSXN - Chattanooga, Tenn., 031° magnetic radial and the Crossville, Tenn., 170° magnetic radial.

(13) GREENVILLE INTSXN - the 227° magnetic radial of the Montgomery, Ala., VOR and the SE course of the Selma, Ala., LF range station.

CANCEL

(1) ABERNANT INTSXN-SW crs of the Birmingham LFR stn and the 80°mag. radial of the Tuscaloosa VOR.

(2) STEPPVILLE INTSXN (Integrated) - 307° magnetic radial of the Anniston VOR and the N course of the Birmingham LFR station.

(3) MOSCOW MILLS INTSXN

(4) TURNPIKE INTSXN

√LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CLU	Columbus, Ind., Bakalar AFB (Name change)
ESW	West, Texas, Radiobeacon (Deletion)
PHF	Newport News, Va., Patrick Henry Airport (Identifier change)
NNW	Newport News, Va., REP (Reassignment)
RDF	West, Texas, Radiobeacon (Reassignment)

√FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 7, Part 2 dated June 1, 1953 as follows:

(1) Page 51 - Altoona, Pa., Crs and distance facility to airport should read: 199° instead of 202°.

Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 23 under Minnesota change Minneapolis WB telephone number to read: PArkway 9-4635.

(2) Page 24 under Texas change Amarillo WB telephone number to read: DR-2-2552; CAA telephone number to read: DR-6-9454.

(3) Page 25 under Texas change Lubbock WB telephone number to read: POrter 3-2241 CAA telephone number to read: POrter 2-5065.

(4) Page 21 under Florida change Orlando WB telephone number to read: 2-7286.

√MINIMUM EN ROUTE IFR ALTITUDES: Effective January 5, 1955, minimum en route IFR altitudes are amended as follows:

From	To	Min Alt.
(1) VOR Civil Airway No. 42, is amended to read in part and by adding:		
Cleveland, Ohio (VOR)	Atwater (Int), Ohio	2,500
Atwater (Int), Ohio	*Sebring (Int), Ohio	**3,500
*3,500' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
Sebring (Int), Ohio	Pittsburgh, Pa. (VOR)	2,600
Pittsburgh, Pa. (VOR)	*Latrobe (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at Latrobe (Int), E-bound		
Latrobe (Int), Pa.	Johnstown, Pa. (VOR)	4,500
Johnstown, Pa. (VOR)	Martinsburg, W. Va. (VOR)	4,500
Martinsburg, W. Va. (VOR)	Dawsonville (Int), Va.	3,000
(2) VOR Civil Airway No. 44, is amended by adding:		
York, Ky. (VOR)	Parkersburg, W. Va. (VOR)	2,500
(3) VOR Civil Airway No. 45, is amended by adding:		
Lexington, Ky. (VOR)	York, Ky. (VOR)	2,600
York, Ky. (VOR)	Columbus, Ohio (VOR)	2,500
(4) VOR Civil Airway No. 106, is amended by adding:		
Morgantown, W. Va. (VOR)	Johnstown, Pa. (VOR)	
Via N alter.	Via N alter.	4,500
Morgantown, W. Va. (VOR)	Johnstown, Pa. (VOR)	5,000
Johnstown, Pa., (VOR)	Philipsburg, Pa. (VOR)	4,000
Philipsburg, Pa. (VOR)	Selinsgrove, Pa. (VOR)	4,000
(5) VOR Civil airway No. 128, is amended by adding:		
Cincinnati, Ohio (VOR)	York, Ky. (VOR)	2,500
York, Ky. (VOR)	Charleston, W. Va. (VOR)	2,500

√AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chicago	Tulsa	WAC 307	AP 9
Des Moines	WAC 76	WAC 361	
Nashville	WAC 306	RC 2213	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Detroit	12-17-54	Rapid City	12-13-54	WAC 78	12-9-54
Glacier Park	12-14-54	Seattle	12-7-54	WAC 215	12-13-54
Hawaiian Islands	12-7-54	Twin Cities	12-17-54	WAC 216	12-16-54
Klamath Falls	12-7-54	Williston	12-13-54	WAC 269	12-14-54
Kootenai	12-7-54	San Juan Local	12-13-54	RC 2209	12-14-54
Miles City	12-13-54	Seattle Local	12-13-54		
Milwaukee	12-16-54	WAC 77	12-16-54		

Instrument Flight Charts

released since December 6, 1954

AL 51 RNG	Bismarck Arpt.	AL 198 ADF	Houston Intn'l Arpt.
AL 76 RNG	Charleston AFB	AL 246 ADF	Grenier AFB
AL 108 RNG	Patterson Field	AL 253 ADF	Memphis Arpt.
AL 120 RNG	Dickinson Arpt.	AL 272 ADF	Donnelly Field
AL 160 RNG	Carswell AFB	AL 326 ADF-1	Allegheny Arpt.
AL 174 RNG	Kent County Arpt.	AL 432 ADF-1	Tulsa Arpt.
AL 197 RNG	Ellington AFB	AL 459 ADF-1	New Hanover Arpt.
AL 227 RNG	Nellis AFB	AL 459 ADF-2	New Hanover Arpt.
AL 272 RNG	Donnelly Field	AL 487 ADF	Van de Graaff Fld.
AL 442 RNG	Robins AFB	AL 525 ADF	NAS Hutchinson
AL 608 RNG	Hulman Field	AL 537 ADF	Dalhart Mun Arpt.
AL 661 RNG	Wilkes-Barre Arpt.	AL 614 ADF	Niagara Falls Arpt.
AL 877 RNG	Rapid City Arpt	AL 648 ADF	Tri-City Arpt.
AL 961 RNG	Larson AFB	AL 901 ADF	Grider Field
AL 51 ILS	Bismarck Arpt.	AL 927 ADF	Lancaster Arpt.
AL 67 ILS	Lockheed Term.	AL 966 ADF	Dyersburg Arpt.
AL 76 ILS	Charleston AFB	AL 51 VOR	Bismarck Arpt.
AL 198 ILS-1	Houston Intn'l	AL 120 VOR	Dickinson Arpt.
AL 198 ILS-2	Houston Intn'l	AL 160 VOR	Carswell AFB
AL 253 ILS-1	Memphis Arpt.	AL 197 VOR	Ellington AFB
AL 294 ILS	Oakland Intn'l Arpt.	AL 420 VOR	Texarkana Arpt.
AL 320 ILS	Phil. Intn'l Arpt.	AL 487 VOR	Van de Graaff Fld.
AL 399 ILS-2	St. Joseph Arpt.	AL 608 VOR	Hulman Field
AL 432 ILS	Tulsa Arpt.	AL 628 VOR	Barkley Arpt.
AL 443 ILS	Wash. Nat'l Arpt.	AL 693 VOR	San Jose Mun. Arpt.
AL 661 ILS	Wilkes-Barre Arpt.	AL 825 VOR	Wilmington Seap.
AL 810 ILS	Kinross AFB	AL 877 VOR	Rapid City Arpt.
AL 51 ADF	Bismarck Arpt.	AL 901 VOR	Grider Field
AL 81 ADF-2	Chicago Arpt.	AL 924 VOR	Lawton Arpt.

RF/VOR 9
RF Terminal Area - Dallas, Memphis, St. Louis
RF-VOR Terminal Area - Boston, Pittsburgh, St. Louis, Wichita
RF U.S. Check List
RF Questionnaire
RF Special Notice No. 5

NEW CHARTS

AL 821 RNG	Lake Catawba, N.C. and S.C	Lake Catawba Seaplane
AL 999 RNG	Long Beach, California	Long Beach (Seaplane)
AL 117 ILS-2	Des Moines, Iowa	Des Moines Airport
AL 570 ILS-2	Pittsburgh, Penna.	Greater Pittsburgh Airport
AL 570 ILS-3	Pittsburgh, Penna.	Greater Pittsburgh Airport
AL 622 ILS	Tyler, Texas	Pounds Field
AL 987 ILS-1	Wichita, Kansas	Wichita Airport
AL 987 ILS-2	Wichita, Kansas	Wichita Airport
AL 496 ADF	Sedalia, Missouri	Sedalia AFB
AL 525 VOR	Hutchinson, Kansas	NAS Hutchinson

RF-VOR New York Terminal Area
RC 2219 Chicago to Los Angeles

DISCONTINUED CHARTS

AL 111 ADF	Del Rio, Texas (Rbn Decommissioned ACIC 12-15-54)	Laughlin AFB
AL 421 ADF	Toledo, Ohio (Rbn Decommissioned Tel 12-7-54)	Toledo Airport

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

CHECK POST-DEADLINE DATA, PAGE 87

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981'MSL) lgtd TV twr erected 6.1 n mi SSE (158°T) at lat. 33-29-06; long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6.(11-24)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips. Effect. 0600 Jan 1, Rnwy lgts avail by circling fld or req Evergreen INSACS. (12-1)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
MONTGOMERY-DANNELLY FLD-TOWER: About Jan 10, 1955, ILS will be cmsnd. FLD:
** 823' (1483'MSL) lgtd twr erected 17.4 n mi S (170°T) at lat. 32-01-15; long. 86-20-56.
(9-16) Taxiway from Rnwy 15 to E/W taxi strip perm clsd. Dips in E/W Rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end Rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar.(12-16)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°; below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage235°-255°, 35 n mi at 6000'. (7-15)
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

(12-28-54)

ARIZONA: TUCSON-RADIO: VOR and DME coverages lmtd to 35 n mi at 11,000'; 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000'; 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed.

YUMA COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

BRAWLEY ARPT: E/W Rnwy closed - construction. (12-16)

BURBANK-LOOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt system operg on Rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of Rnwy 7 will oper intermittently during this test period. (12-7)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43n mi at 8000'. (9-15)

CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable. (10-29)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (12-16)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard, marked. (11-17)

GASQUET ARPT: N side of strip closed - construction. (12-16)

KLAMATH-McBETH FLD: Closed - high vegetation. (12-16)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19) Caution - ILS and low freq rng during VFR conditions hvy simulated inst apch tfc. (11-29)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT-TOWER: About Jan 31, 1955, ASR will be shut down for approx 4 months - modernization. (12-18) FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (12-21) Pilots are urged to use extreme caution when operg offshore just west of arpt. All jet acft departing Rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. (12-10)

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vicinity of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution - ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

ONTARIO INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac. (5-26) ILS LMM unreliable for navigational purposes beyond 5 s mi due interference Oxnard AFB H fac. About Jan 14, 1955, ILS LMM and twr freq will be changed to 215 kc.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

★PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15) Correct VOR lat 35-40-21, long. 12--37-34. (12-16)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday - Drag races. (12-16)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 140, 270, 300, 310 and 320° flgt-checked.

SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Feb 1, 1955 - modernization and move to new twr. (12-9) FLD: Caution - dip in Rnwy 28L-10R W of Rnwy 1R-19L. (12-18)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only. (1-29)

CALIFORNIA: SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)
SANTA MONICA ARPT: TVOR structure 16' high 900' W and 170' N apch end Rnwy 3.(11-19)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)
COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-15)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
PUEBLO: Ordnance depot approx 14.8 n mi E at lat. 38-16-53; long. 104-18-00, conducting demolition work-days.
★PUEBLO RADIO: Correct LF rng lat. 38-12-57, long. 107-38-41. Correct VOR lat. 38-11-54, long. 104-39-23. (12-16)
**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat. 40-38-05, long. 103-08-15. (9-15)
CONNECTICUT: EAST HARTFORD-RENTSCHLER ARPT: Rnwy 4-22 clsd daylgt hrs. (11-18)
HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. VOR has minor bends in SW quad out to 17 n mi.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: About Dec 28, trans & rcvr 120.9 mc will be decmsnd and trans & rcvr 121.1 mc will be cmsnd. (12-2) FLD: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500'MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only. Two-way radio reqrd.
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi. LF rng has auto voice ident on test basis. (8-10)
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt;(a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral.(b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and through const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.(10-11)
FLORIDA: CROSS CITY ARPT, 58, MEM-TPA: Unlgtd trees penetrate standard appch zone to Rnwy 31 - use caution at ngt. (10-20)
DAYTONA-BEACH-RADIO: VOR flgt-checked on arwy radials only.
FT. MYERS-RADIO: VOR flgt-checked on arwy radials only. (8-18) Nov 15, VOR shut down until approx Jan 10, 1955 - modernization & installation of loop antenna array.
GAINESVILLE ARPT: 141' (393' MSL) water tank, mrkd and lgtd, lctd 3000' N at lat. 29-41-00; long. 82-16-00. (12-22)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type landings during daylgt hrs.

FLORIDA: JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR courses 180°-270° unusable acct excessive roughness. (9-15)
JACKSONVILLE-IMESON ARPT-TOWER: ASR will continue to issue distance values in statute mi in connection with radar control. (11-10)
KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed straight out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air Carrier operns into Meacham fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: VOR and DME usable dist 35 n mi at min en route alt. (10-22)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed - dredging operns.
SARASOTA: Effective Jan. 15, 1955, Warning Area W-168 be revised as described below: SE corner Lat. 26-10-00, long. 82-17-00; SW corner Lat. 26-10-00, long. 84-40-00; NW corner Lat. 27-19-00; long. 84-40-00; NE corner Lat. 27-19-00; long. 82-47-00. Activities Conducted: Air to air rocketry. Altitude: Surface to Unlimited. Time of Use: Continuous. Controlling Agency: Air Defense Command, Colorado Springs, Colo. (12-14)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)
TALLAHASSEE ARPT-TOWER: ILS glide slope shut down, being relctd 400' from old position up rnwy toward lclzr. Glide angle 2.75°. (10-28)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
*TAMPA-KNIGHT ARPT: 220' (224'MSL) lgtd rdo twr erected 3.3 n mi NE-(72°T) at lat. 27-56-51; long. 82-23-49 is completed. (12-16) 1134' MSL TV lgtd twr being erected 11 n mi (115°T) at lat. 27-50-26; long. 82-15-47. (11-30)
VERO BEACH-RADIO: VOR and DME coverage 35 n mi at 1500' at all azimuths. (8-6)
WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)
*WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat. 26-49-07; long. 80-04-30.(8-12) All rnwy lgts inop. (10-30)
362' (MSL) lgtd TV twr erected 3 n mi N (180°T) at lat. 26-38-26.5; long. 80-05-13.5.
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt air carrier operns. (10-18)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85° have excessive roughness and bends within 17 n mi of stn.
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (12-16)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)
DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.
MACON-COCHRAN FLD: Arpt bcn inop. (12-6)

GEORGIA: ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac during such use.
SAVANNAH-SCOTT ARPT: ESE/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi.
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)
MALAD CITY-RADIO: VOR usable dist 0°-20° and 50°-60°, 35 n mi at 12,000'. (3-3)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. (7-7)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance.
TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution.
ILLINOIS: **SPECIAL NOTICE: Two 247' towers erected 1 mile North Grand Tower, Ill. One each side Mississippi River with cable running between. One steady red lgt at top of each tower. (12-3)
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
BENTON ARPT: Caution - new N/S Rnwy under const. (10-5)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224'MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat. 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
CHICAGO-HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N. (12-12)
KEWANEE ARPT: Arpt closed - under const. (10-19)
LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat. 41-42, long. 88-08; 12 n mi NNW (340°T) (5 mi SSW Naperville VOR on 189° radial). Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (5-27)
MARION AIRPARK: Closed. (7-12)
PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)
PEOTONE-RADIO: VOR on 122.8 mc operg on test basis only. (12-16)
INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constd, extending across the southern edge of Allen County, Ind in a southeasterly direction from a point in Huntington Co., near the Allen Co. line to the Ohio state line 8.7 n mi SW of Ft. Wayne. Work to be completed Jan 1, 1955. Will not be marked or lighted. (7-6)
AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167°T) at lat. 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of danger area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
FORT WAYNE-BAER FLD: Runway 4-22 now 7800'-daylgt operns, 6200'-ngt operns.
INDIANA: 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH ARPT: Caution - constr. all rnwys. Clsd ngts. (6-30)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. (1-4)
INDIANAPOLIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Landing FEE for multi-engine acft. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to the turning ramp. (8-13)
LA PORTE: Ground demolition in progress 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat. 41-31-28; long. 86-36-46.
MADISON: Frequent violations of the danger area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: CAA ILS lclr back course flyable with slow bends one to 5 n mi from stn.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-0800-1700, xcpt suns., holidays. Area boundary: N-lat. 40-46-27; S-lat. 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW1600' of taxiway and warm up ramp of Rnwy 12.
INDEPENDENCE ARPT: N/S Strip closed. (4-9)
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat. 42-34-27; long. 96-22-11. (7-14)
*WATERLOO-RADIO: Dec 22, combined stn/twr cmsnd at Municipal Arpt. Trans: 278 kc; 119.3, 121.5, 121.9, 122.2, 126.7, 135.0, 135.9, 255.4, and 257.8 mcs. Rcvg: 3023.5 kc; 119.3, 121.5, 121.9, 122.1, 122.5, 126.7, 135.9, 255.4 and 257.8 mcs. Class of twr: C(g). VOR monitoring category (1). These data rcvd too late for inclusion on ANRA page. Voice feature of VOR to be added at later date.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of P-line varying from 12' to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W Rnwy at limit of 3000' of usable rnwy, until March 30, 1955. East 3000' E/W Rnwy remain open. (11-9)
GREAT BEND ARPT: 2875' (MSL) lgtd twr erected 5.6'n mi NE (46°T) at lat. 38-25-54; long. 98-46-24. (12-3) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days. (9-16)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
OTTAWA ARPT: Use turf strips with catuion. (11-4)
PARSONS: Demolition approx 7.8 n mi ESE at lat. 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn inop. (12-16)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)
SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)

KANSAS: TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW rnwy SW of N/S instxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)

ULYSSES ARPT: All strip lgts inop. (12-18)

**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat. 37-46-54; long. 97-21-10. (10-18) 128' lgtd steel water tank being erected, lctd 0.4 n mi ESE of SE corner of arpt., at lat. 37-38-34; long. 97-24-45. (11-8)

WICHITA-BEECH ARPT: Bld const W side of fld. N half NW/SE rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278 kc, 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 go 3 n mi from stn. (10-21)

COVINGTON-RADIO: VOR has lgt to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (12-2) VOR freq change from 115.6 mc to 115.4 mc postponed indefinitely. (12-2)

DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S strip in use located W of closed N/S strip. (10-0)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-10)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° - 20° clockwise, moderate bends - caution.

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat. 31-18-22, long. 92-24-56. (7-25)

BATON ROUGE-RYAN ARPT: S taxiway between rnwys 35-31 closed.

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. DME coverage 120°-150°, 35 n mi at 1500'. (7-2)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)

SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular-caution. (6-11) VHF/DF unreliable below 2500'.

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S rnwy.

WELSH ARPT: E/W rnwy closed-repairs. (9-28)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR: Effective Jan. 15, 1955 Flagstaff Lake Caution Area C-483, described as follows: beginning at the intsxn of the U.S.-Canadian Border with lat. 45-30, thence following North lat. 45-30, E to W long. 69-30; thence South to North lat. 45-00; thence West to long. 71-30 west; thence North to the U.S.-Canadian Border; thence along the border to the point of beginning. Time of Use: 0700-2000 EST daily; VFR wea. conditions only. Activities Conducted: Jet acrobatic training. Altitude: 10,000' MSL to unlimited. Controlling Agency: Dow AFB, Bangor, Maine. (12-14)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-260°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

★HOULTON-RADIO: Dec 21, trans 255.4 mc cmsnd and trans & rcvr 301.4 mc cmsnd. These data rcvd too late for inclusion on ANRA page.

LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 2000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous-broken pavement, patches. Ctc lgts inop. (11-30)

PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 240°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W rnwy.

YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)

BALTIMORE-HARBOR FLD: Caution rnwy 14-32 closed. (12-20)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'' 350°-15° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked military acft. Taxi strips leading to City hangar remains open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

SALISBURY-SICOMICO COUNTY ARPT: Large crates stored 20' from edge NW taxi strip-caution. (12-16)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20)

FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft take-offs prohibited from rnwys 4L and 33. (10-2) Take-offs in northeasterly direction rnwy 4L and lndgs in S westerly direction rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months-const. Threshold lgts and rnwy mrkrs relctd to conform aith above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxi-way for NE take-offs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle. (7-21)

NEW BEDFORD ARPT: Men and equip on rnwys. (4-12) 3 medium int. rnwy lgts NE side rnwy 14-32 inop. (6-29)

NORWOOD ARPT: 849' lgtd twr 3 n mi NE (48°T) at lat 41-12-42; long. 71-06-51, completed. (12-3)

MICHIGAN: ALMA ARPT: N/S rnwy closed. (3-5)

BATTLE CREEK-KELLOGG FLD: Men and equip on fld-days. (10-13)

CADILLAC-RADIO: About Dec 31, INSACS will be perm decmsnd. Class changed to MHW.

**CADILLAC ARPT: 1202' (2988' MSL) lgtd twr erected 8.2 n mi SSE (153°T) at lat. 44-08-12; long. 85-20-33. (11-11)

DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11)

**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59; long. 83-12-20. (7-23)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail for lgt acft only. (5-24)

(12-28-54)

MICHIGAN: DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution NW/SE Rnwy under construction. (6-3)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const. - closed. (11-14)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08° T) at lat. 42-24-57, long. 85-31-49. (7-18)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. Not to be used for navigational purposes. (10-25)

BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. Not to be used for navigational purposes. (10-25)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.2 n mi SE (135° T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140° T) at lat 46-47-08, long. 92-07-15. (8-4)

EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. Not to be used for navigational purposes. (10-25)

INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. Not to be used for navigational purposes. (10-25)

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated. (12-14)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation purposes. (10-25)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage: 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat - one over rnwy every four minutes. NW/SE Rnwy clsd for repairs. (4-28)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

MISSISSIPPI: **RAYMOND-WILLIAMS ARPT: Effect. Jan 2, 1955, 150' lgtd oil derrick will be constructed W side of Arpt. (12-22)

MISSOURI: BRANSON: Two stationary steel twrs 430' and 225' high and two movable steel twrs 265' and 125' high, max 1285' MSL, 8 mi S; 3 mi S of Branson Arpt. Two 2000' cables will connect twrs and span White River-mrkd. (12-9)

**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352° T) at lat 37-20-25, long. 89-35-21. (8-25)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30° T) at lat 38-41-28, long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution - men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345° T) at lat 39-05-03, long. 94-30-57. (7-9)

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 600' lgtd TV twr erected 8.7 n mi SE (150° T) at lat 38-37-41, long. 90-16-09. (12-6) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156 x 42 hard surfaced. E/W Rnwy 2900 x 200', sod. (12-9)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW Rnwy only. (12-17)

SEYMOUR-OWEN FLD: Caution - const along sides of SW end NE/SW Strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-100°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MONTANA: MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop until July, 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 25 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

GRAND ISLAND ARPT: Caution - men, equip. on Rnwy 12-30, daylgt hrs until approx Feb 1. Caution - const approx 1000' N of S end and along W edge of ramp.-mrkd. (12-1)

HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips.

LEXINGTON-RADIO: About Dec 31, INSACS will be perm decmsnd. (12-3)

★OMAHA ARPT-TOWER: Effect. Dec 15, twr will trans on VOR freq 116.3 mc.

SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

★ELKO-RADIO: Dec 22, VOR cmsnd. Freq: 116.2 mc. Ident: EKO. Lctd at lat 40-45-34, long. 115-45-38. Bear & dist.: 329°, 3.8 n mi. Variation: 17°45' E. Elev: 6462'. Monitoring category (3). Class: VORW. These data rcvd too late for inclusion on ANRA page. Arwy radials 039°, 073° and 240° only flgt-checked. Usable dist of other courses may be lmtd in some areas due to mountainous terrain. (12-23)

FALLON-RADIO: About Jan 10, 1955, INSACS will be decmsnd. Navy will trans hourly wea observations and assume ctl of voice feature LF rng. (12-11)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. (5-7)

RENO ARPT: Rnwy 7-25 closed. N 5400' Rnwy 16-34 avail daylgt hrs only. Men and equip. working on intersection of Rnwy 16-34 and 7-25 all hrs. Acft parked on S 3000' Rnwy 16-34. Extreme caution. (12-16)

★RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°. (11-30) USAF H fac cmsnd. Freq: 201 kc. Ident: RAA. Lctd at lat 39-39-09, long. 119-52-18. Bear. & dist: At Fld. Class: MHW. (12-22) These data rcvd too late for inclusion on ANRA page.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'; DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

★★WINNEMUCCA 32A, SFO-SLC ARPT: 202' (4750' MSL) lgtd twr erected 5.6 n mi NE. (12-7)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N. H. Aero Comm 0830-1700, Mon-Fri. (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo.)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NEW JERSEY: BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to Apr 1, '54 arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 60°-200°, 26 n mi; 260°-60°, 22 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (4-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat 39-49-00, long. 74-25-53. Operg on test basis only. Freq changed temporarily to 116.8 mc on Dec 16. (12-16)

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Closed to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 marked with red lights. Earth mound 1250' E of threshold Rnwy 29 with obstn lights 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces. (11-8) Manhole open during daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts-marked. Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170° to 400' high - lgtd. (12-2) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, Rnwy 14 closed for lndgs. Rnwy 14-32 avail., ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type acft. (10-16) 100' boom lctd approx 2000' N of NE end of Rnwy 24 - lowered ngts and IFR weather. (11-12)

TRENTON-MERCER COUNTY ARPT-TOWER: Twr and fld will be unattended from 1700 Dec. 31 to 0900, Jan. 3, 1955. (12-23) FLD: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. Servicing and lights available on request phone Trenton, Lyric 9-3491. (12-23)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Rnwy 17-35, 10,000'; Rnwy 11-29 5455' open. Rnwys 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredictable high E/W winds or possibility of Rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until Feb. 15, 1955. (12-23)

(12-28-54)

NEW MEXICO: CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req. (11-10)
COLUMBUS-RADIO: DME coverage 216°-thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)
**FARMINGTON ARPT: 150' (5548'MSL) lgtd TV twr erected 1.5 n mi NE apch end Rnwy 25, at lat. 36-46-47; long. 108-12-48. (12-13) Rnwy 6-24 rough at intxns W taxiway. (7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop. (8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat. 32-57-28; long. 103-21-13. (9-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat. 33-13-45; long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)
ROSWELL-RADIO: VOR courses 100°-250° have moderate to severe scalloping, increasing from stn to max usable dist. (10-29)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'MSL. VOR has moderate scalloping SW quad.
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
BUFFALO ARPT: E/W and N/S Rnwy clsd ngts. (7-22)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy. (2-10)
GOUVENEUR ARPT: Closed until Spring 1955. (11-22)
**GREENVILLE ARPT: 250' lgtd microwave twr erected 6.5 n mi SW (212°T) at lat. 43-19-55; long. 73-20-20. (12-13)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach Bridge adj to the tank - approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri; within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat. 41-04-00; long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22. (6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. (8-18) Effect Sept 18, Ramp spots 5, 6, 7 are being relctd. Upon completion access to spot 1E up to spot 7 will be via taxiway B. Access to ramp spot 8 up to 25 will be via taxiway C or E. Effect Sept 20, ramp spot 4, closed. Men and equip - caution. (9-17) Caution-cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts.

NEW YORK: NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. All acft remain clear of striped area vicinity glide slope shelter at Marine Term. apron. (8-6) An 8 by 4' open ditch adj to dike lctd 100' from apch end Rnwys 22, 27, 13, 31. (11-26) Strobe bcn apch end Rnwy 13 inop. (12-21)
NEW YORK-STATEN ISLAND ARPT: N/S Rnwy closed Sat all day and Sun to 1200. Do not use grass for Take offs and lndgs or taxiing, if soft. Traffic is left all rnwys. No ngt take-offs or landings permitted due to New York City law. S end N/S Rnwy uneven. (12-8)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 75.57 n mi circumscribed from center of arpt with Lake Erie and the Niagara riv as W bndry and Lake Ontario as N bndry. Rnwy 13-31 clsd-repairs. (8-20)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-ARPT-TOWER: ILS LMM unreliable due to interference indefinitely. (11-13) About Jan 3, 1955, ILS LMM freq will be changed from 215 kc to 379 kc. (12-3)
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat. 42-46-57; long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: New Rnwy 4-22 open, 7000'. Caution-billboard on apch to Rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' Rnwy 22 and N end of taxiway serving Rnwy 22. (12-15)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95°T) at lat. 43-57-16; long. 75-43-45 - completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy.
CLINTON ARPT: Men and equip. on fld. Use at own risk. (12-16)
**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat. 36-06-39; long. 78-56-19. (7-20)
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not flgt checked.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat. 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi stn. (12-15)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

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NORTH CAROLINA: ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual courses both sides of stn. (11-13)
WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)
WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. (11-10)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end rnwys 26, 35 inop. (11-30)
GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
JAMESTOWN ARPT: 1550' MSL grain elevator under const approx 1.1 n mi SSW of SW end NE/SW rnwy full height to be 1620' MSL within 30 days and will be lgtd. (10-21)
LANDGON ARPT: NW/SE rnwy clsd, const. E/W rnwy lgtd. Lgts avail on req. (11-1)
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat. 47-05-29; long. 97-51-15. (7-22)

OHIO: AKRON-RADIO: Dec 21, Talmadge FM on NE course LF perm decmsnd.
AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to rnwy 36L. First 800' E end rnwy 9-27 and NE end 6-24 landfilled oiled and rolled - use daylgt hrs only at pilot's discretion. (12-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (7-1)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE ot rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approavl from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with W or SW wind. FEE for multi-eng acft. (9-9) Final apch to rnwys 23 and up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKE FRONT ARPT: All pilots and acft use at own discretion and risk.
COLUMBUS-RADIO: Dec 21, Mt. Liberty FM on NE course LF rng perm decmsnd.
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc last 1000' of apch to rnwys 23 and 27 and last 1500' of apch to rnwy 9 also first 1000' of rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of rnwy 9 and first 3500' of parallel taxiway.
COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S rnwy. (9-14)
DAYTON-RADIO: DME coverage 150°-220°, 30 n mi at 2400'. VOR has moderate roughness from 120° to 200° at min en route alt. (7-13)
DAYTON ARPT: No grass operns except S of new taxi strip parallel rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with black top on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd.
FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (10-28)
HAMILTON ARPT: Caution-grading on N side of E/W rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement maximum 7°, 3 to 5 n mi from stn 100°-190°. (12-23)
NEW PHILADELPHIA ARPT: Use hard surface only Rnwy lgtg cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)
N. RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

OHIO: TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Jan 5, 1955, LVOR will be decmsnd. (10-29)
TOLEDO ARPT: Sod area N of intsxn bounded by NW end NW/SE rnwy and NE end NE/SW rnwy clsd xcpt to taxiing acft.
TOLEDO-EXPRESS ARPT-TOWER: About Jan 15, 1955, ILS will be cmsnd. Lclzr freq: 109.7 mc, with voice. Ident: TLX. Lctd 2000' from NE end of NE/SW rnwy 7. Glide slope freq: 333/2 mc. Lctd 750' NE of SW end & 450' SE of centerline of NE/SW rnwy 7. Glide slope angle: 2.8°. Apch bear: 69°. Elev of glide slope over MM 865'; over OM 2000'. About Jan 5, 1955, LOM and LMM will be cmsnd. LMM freq: 201 kc. Ident: LX. MM lctd 0.59 s mi from apch end rnwy 7 at lat 41-34-59, long. 83-49-30. LOM freq; 219 kc. Ident: TL. OM lctd 4.97 s mi from apch end rnwy 7 at lat 41-33-31, long. 83-54-10. (11-24) About Jan 5, 1955, Express ctl twr will be inaugurated. Concurrently Municipal ctl twr will be terminated. No change in freq or hrs of opern. (11-26) FLD: Will be opened Jan 5, 1955. Lctd 15 mi WSW at lat 41-35-07; long. 83-48-16. Elev 684'. Two rnwys hardsurfaced: 7-25 5200 x 150'; 16-34 4300 x 150'. Facilities: B-L4; 6-S5-W. Fuel F4 avail. after Feb 1, Use rnwys only. (12-9)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: E/W rnwy opened and 5000' hard-surfaced, lgts on req.
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600''; 250-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.
**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (8-4)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)
HOBART-RADIO: VOR restricted to airwy use only-moderate to severe bends and scalloping.
**OKLAHOMA CITY-WILEY POST ARPT: 1572° lgtd twr lctd 3 n mi SE. (9-2)
OKLAHOMA CITY-WILL ROGERS FLD: N taxi strip connecting rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S rnwy. (3-16)
**OKMULGEE ARPT: 719' (1704' MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)
PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope
** restricted to use on approaches to MM. (9-14) FLD: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH 73, RIV-DLS ARPT: Closed - snow. (12-13)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
EUGENE-MAHLON SWEET FLD-RADIO: Aug 25 ILS shut down until approx Jan 1, 1955.
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-3)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500. (4-23)
MEDFORD-RADIO: VOR and DME coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT-TOWER: VHF/DF steers unreliable in all quads below min en route alt, 40 n mi radius of Medford. FLD: Use paved areas only. (4-28) (12-28-54)

OREGON: NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

ONTARIO-RADIO: About Jan 10, 1955, INSACS will be decmsnd. Class: MHW. (12-10)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg runways 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.

THE DALLAS-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLAS ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59, long. 75-26-08. (7-8) Due to non-visibility, twr unable to ctl tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BRISTOL-3M ARPT: Ctn-const equip. on S apch N/S rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily Mon thru Fri 0800-1700. N-bndry- lat 40-01-00, S-lat 39-59-30, E-long. 77-47-00, W-long. 77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Jan 15, 1955, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long. 79-09-04, Variation: 6°W. Monitoring category (1) Monitored from Brookville, Pa., INSACS. Elev: 1700'. Class: VORW. (11-10)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (4-27)

PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end runway 12, mrkd days. (11-25)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (11-12)

PITTSBURGH-RADIO: VOR has moderate bends on Victor arwy 119. (10-28)

PENNSYLVANIA **PITTSBURGH-ALLEGHENY COUNTY ARPT: 390' (1500' MSL) twr erected 5.5 n mi NW (325°T) at lat. 40-25-52, long. 80-00-25. (11-1) New E/W rnwy parallel to and N of rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts.

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: About Jan 17, 1955, ILS serving Rnwy 32, will be perm decmsnd; concurrently lclzr on Rnwy 28 will be shut down for freq change to 110.3 mc. About Jan 22, 1955, ILS on Rnwy 28 will be cmsnd. Lclzr freq: 110.3 mc, with voice. Glide slope freq: 335.0 mc. Angle 2.95°. Glide slope lctd 400' S of rnwy and 665' W of threshold, 1155' from paved end rnwy 28. Alt over OM 2950'; over MM 1380'. No change Union MHW lctd at MM site rnwy 32. (11-20) FLD: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8) About Jan 17, hi-int apch lgtg serving rnwy 28 will be cmsnd. System will consist of green threshold indication 500' W of pavement end. Side lgtg on approx 100' spacing three lgts on left one on the right to pavement end centerline bar lgtg extending into apch to a point 1500' from threshold and a 100' long transverse bar at 1000' from threshold. Intensity controllable by ctl twr; normally no increase of int will be made during apch procedure but decrease in int will be accepted. (12-21)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: Closed to transient acft. (12-17)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intsxn rnwy 4-22. (11-4)

WILKES-BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE rnwys. (10-7)

WILLIAMSPORT-RADIO: About Feb 1, 1955, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear & dist. to lndg area Williamsport Arpt; 238°, 9 n mi. Variation: 9° W. Elev: 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class: BVOR. (11-10)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice Operns prohibited

SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution- NW/SE strip under const. (9-23)

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat. 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat. 32-47-53, long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all ngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920' MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat 34-16-13, long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

SOUTH CAROLINA: MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SUMTER ARPT: Const started on new school bldg lctd NW corner-not marked. (9-23)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17 35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion.

**PARKER ARPT: Rnwys narrowed to 90'. (11-2)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

YANKTON ARPT: New NE/SW rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W crs of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (11-12)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx March 1, 1955- modernization. FLD: Due to non-visibility twr unable to ctl tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns in control zone. (12-17)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas. (5-7)

**KNOXVILLE-ISLAND ARPT: 649' (2049'MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat 36-00-13, long. 83-56-35. (11-4) 300' lgtd TV twr erected 18.2 n mi ESE (113°T) at lat. 35-51-40,long. 83-32-45. (11-29)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

MEMPHIS ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat. 36-16-05, long. 86-47-18. (7-15)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: **SPECIAL NOTICE: Const of a p-line across the Pecos River with wire strands 303' above water level at a point where U.S. #90 hwy bridge crosses river, at lat. 29-42-10, long. 101-21-00. (12-13)

ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat. 29-27-57, long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi. N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98 to 135° from 4 s mi out. (12-17)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution-NW/SE rnwy clsd-const. (1-28)

BROWNSVILLE INTERNATIONAL ARPT-TOWER: ILS glide slope shut down until approx Jan 15, 1955, installation new equip. (12-16)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt during IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only when wet. (12-13)

DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles

** in connection with radar ctl. (10-5) FLD: 1049'MSL twr erected on top of republic National Bank bldg. (8-12)

★DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. USAF H fac, freq 287 kc, ident DLF, recmsnd at lat 29-29-14, long. 100-54-00, Bear. & dist 125°, 9.8 n mi. (12-21) These data rcvd too late for inclusion on ANRA page.

EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

★EL PASO INTERNATIONAL ARPT-TOWER: About Jan 10, 1955, ILS lclzr will be shut down for installation of new monitor equip. Glide slope will be shut down intermittently during daylight hrs for installation and tuneup equip. (11-12) ILS MM lctd 0.30 s mi from end extended rnwy; OM lctd 4.19 s mi. These data rcvd too late for inclusion on ILS page. (12-21)

FLD: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make a left hand apch to rnwys 26, 22 and 17; rgt hand to rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs AFB. Neon apch lgtg rnwy 22 inop. (11-23)

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128°T) at lat. 32-45-01, long. 97-16-07. (7-6)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat. 28-17-00, long. 96-32-00.

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arway 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley ; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.

HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.

**HOUSTON INTERNATIONAL ARPT: 978' (1049'MSL) lgtd TV twr erected 11.3 n mi SW (247°T) at lat. 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE rnwy. Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' E ramp closed to acft-used for cotton storage. (11-9)

LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad. (12-16)

(12-28-54)

TEXAS: LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARFA-RADIO: About Jan 1, 1955, INSACS will be decmsnd. Monitoring category (3). Class: VORW. (12-1)

McALLEN-MILLER ARPT: Rnwy 16 clsd for take-offs and landings - mrkd. (6-7)

MIDLAND ARPT: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)

POTEET ARPT: Closed - const. (11-20)

QUITMAN-RADIO: DME coverage 2300' MSL 43 n mi all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)

**SAN ANGELO-MATHIS ARPT: 205' (2074' MSL) lgtd rdo twr erected 2.5 n mi NE (50° T) at lat 31-28-42, long. 100-27-26. (12-15)

SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Danger Areas 219 and 443 not certified. (6-9)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxi-way only. (8-4)

WINK ARPT 18, ELP-FTW: No fuel avail. (11-25)

UTAH: BRYCE CANYON-RADIO: VOR has light roughness below 13,000'.

BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)

HANSKVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 310°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.

★ST. GEORGE-RADIO: Effect. Dec 6, communs stn oper only 0800-2400, daily. (12-2) About Jan 10, 1955, INSACS will be perm decmsnd. (12-10)

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)

SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs Rnwys 16L and 14, rgt tfc for lndgs Rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs Rnwy 16R and left tfc for lndgs 34L. (5-13)

WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed, obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 55°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi.

VIRGINIA: CHARLOTTESVILLE-ALBERMARLE ARPT: New Field under construction. 7 s mi N, Elev: 639'. Lat 38-08-16, long. 78-27-10. Do not land on fld. (10-7)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

CHINCOTEAGUE-VIRGINIA CAPES: Temporary change of controlling agency portions of Warning Areas W-108 and R-42 during Calendar Year 1955 (Second Army, Fort Meade, Maryland). The area is described as follows: Beginning at lat 38-31-00, long. 75-05-00; thence Northeast to lat 38-45-00, long. 74-53-00; thence Southeast to lat 38-36-00, long. 74-44-00; thence South to lat 38-21-00, long. 74-44-00; thence West to lat 38-20-00, long. 75-05-00; thence North to lat 38-31-00, long. 75-05-00, to point of beginning.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials from 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)

**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 n mi SW (223° T) at lat 37-11-50, long. 79-21-07. Signal for below VFR wea minimums inop - ngts. (7-6)

MONTEBELLO-RADIO: DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6) VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13)

★NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: Dec 23, ILS cmsnd. Lclzr freq: 110.1 mc Ident: PHF, with voice. Lctd 1000' from NE end NE/SW Rnwy 6. Glide slope freq: 334.4 mc. Lctd 1250' NE of SW end and 250' SE of centerline NE/SW Rnwy 6. Glide slope angle: 3.0°. Alt of glide slope over OM 965'; over MM 270'. Apch bear: 64°. OM lctd 3.13 s mi from apch end Rnwy 6. LOM freq: 375 kc. Ident: PH. ILS lclzr and glide slope monitored with auto changeover and shutdown feature only 2300-0700. OM unmonitored 2300-0700. LOM monitored continuously. (12-23) These data rcvd too late for inclusion on ILS page. ILS lclzr & glide slope will be operg intermittently for test purposes only.

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to Rnwy 2-20. Caution soft shoulders Rnwy 6-24. (5-6)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W taxistrip to approx 300' N. Hvy acft use extreme caution. (10-12)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2000' Rnwy 1 closed to all Naval acft.

CLE ELUM ARPT: Closed - snow

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (10-20)

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end - unmarked. (6-14)

WASHINGTON: **PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat. 47-28-43; long. 122-32-32.(7-26)
PULLMAN-MOSCOW ARPT: Lighting inop. (9-21)
RENTON ARPT: Caution - smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: Nov 9, DME and VOR shut down for indefinite period - modernization.
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat. 47-37-02; long. 122-19-13 completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'. (10-14)
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi. SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD: Perm crash barriers 40'' high lctd 150' off ends Rnwys 2-20 - Caution. (12-7)
TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat. and Sun. (11-16)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-3)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat. 38-22-36; long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2'' deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp.(12-14)
GLENDALE ARPT: Caution - fld soft and muddy. (12-6)
**HUNTINGTON ARPT: 1069' (2049' MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat. 38-30-34; long. 83-13-09. (10-8)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying - peake activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' S end Rnwy 35 lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: SPECIAL NOTICE: Power line from Waukesha to Wauwatosa. Poles will vary from 95' to 140' above gnd and will parallel the C and NW Railroad from Waukesha to a point S of and thence N to Wauwatosa. To be completed Dec. 1954. (5-17)
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat. 44-57-55; long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
MADISON-TRUAX FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop. indefinitely. (10-22) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31.
WISCONSIN: Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S Strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: Effect. Jan 1, 1955 N/S strip (2000' x 200') will be discontd.
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only. (12-3)
TOMAHAWK-FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (12-10)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
FT. BRIDGER ARPT, SITE 9, SLC-OMA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4'' of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip on strip intermittently days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF rng. (12-19)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-mrkd.(9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

POST-DEADLINE DATA

This special Post-Deadline Data page has been set up for this one issue to provide the latest up-to-the minute Notams, while still maintaining our publication schedule during the present holidays.

ALABAMA: GUNTERSVILLE ARPT: Closed. (12-20)

ARKANSAS: HAZEN ARPT: Caution-E/W Rnwy closed. Men and equip. on fld. N/W Rnwy usable. (12-22)

FLORIDA: ★MIAMI AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Dec. 19, trans & rcvr 118.9 mc cmsnd. (12-23) These data rcvd too late for inclusion on ANRA page.

GEORGIA: **LA GRANGE-CALLAWAY ARPT: Only 80 oct. gas avail by prior arrangement. (12-27) Fld irregularly attended. (12-28)

MICHIGAN: **DAVISON-SEELY'S ARPT: Abandoned. (12-23)
**FOSTORIA-FORREST ARPT: Abandoned. (12-23)

MISSOURI: ST. LOUIS-RADIO: DME coverage lmtd to 13 n mi. (12-23)

NEBRASKA: ★SCOTTSBLUFF-RADIO: Dec 27, trans freqs: 255.4 and 243.0 mcs cmsnd. These data rcvd too late for inclusion on ANRA page.

PENNSYLVANIA: PHILADELPHIA INTERNATIONAL ARPT-TOWER: About Jan. 8, 1955, ASR will be cmsnd. Lctd at lat. 39-52-57; long. 82-52-56. Trans & rcvs on departure control freq 118.1 mc. Also trans & rcvs 118.5, 121.5, 121.7, 121.9, 126.18, 142.74, 257.8 mc. Trans 278 kc; 108.3 mc. Rcvs: 3023.5 kc; 122.5 mc. Call: Philadelphia Departure Ctl. (12-23)

WASHINGTON: ★TACOMA-McCHORD RADAR APPROACH CONTROL CENTER-TOWER: Dec 23, arrival ctl cmsnd. Precision apch to Rnwy 34. These data rcvd too late for inclusion RADAR page. Unless equip inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveilliance apchs Rnwy 34 and Rnwy 16.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Dec. 27, 1954,. check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Mo.
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Columbia, S. C.
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Texas, Ellington AFB (Houston VOR)
Hutchinson, Kansas., Municipal
Imperial, Nebr., 17A, DEN-GRI
La Junta, Colo.
Lamoni, Iowa, Lamoni
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N.C., Raleigh-Durham
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Tucson, Arizona
Tyler, Texas, Pound Fld. (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Vichy, Missouri
Waldo, Kansas
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wichita, Kansas, Municipal
Wichita Falls, Texas, Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Detroit, Mich., Willow Run
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Duluth, Minn.
Dyersburg, Tenn.
Eau Claire Wisc.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S.C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kansas City, Mo.
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramine, Wyo., Brees Field
Las Vegas, Nev., McCarran Fld.
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Fld.
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Michigan, Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Oklahoma City, Okla., Will Rogers
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bank, New Jersey
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, Intn'l
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph Co.
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Springfield, Mo., Springfield Municipal
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Terre Haute, Ind., Hulman
Texarkana, Arkansas
Thermal, Calif.
Toledo, Ohio
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D. C., Wash. National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wichita Falls, Texas, Sheppard AFB
Wichita Falls, Texas, Sheppard AFB (Lawton, Okla. VOR)
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

NOTICE: Instrument approach procedures are no longer published in the Flight Information Manual. The Airman's Guide currently publishes new and amended instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These procedures are applicable to all users. The IFR take-off or landing minimums shall not apply to military aircraft of the United States Armed Forces. The IFR landing minimums are applicable to all users except the military as noted above. The IFR take-off minimums are applicable to all users while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of the Civil Air Regulations, but are not presently applicable to users conducting operations under Part 43 of the Civil Air Regulations. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2-engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
WATERLOO, IOWA Municipal Airport 870' BVOR - ALO TVOR - 12 Effective date: 2/5/55 Amendemnt No. 1 Supersedes No.: Original dated 9/10/54 Major Changes: More than 2-eng added in lieu of 4-eng or more. Item 7 revised-criteria. Procedure turn limited to 10 miles-criteria.				S side of crs. 308 outbnd 128 inbnd 2200' within 10 mi.	1500	122 0.7	2 Engine or less T-dn C-d C-n S-dn 12 A-dn More than 2 Engines T-dn C-dn S-dn 12 A-dn	300-1 600-1 600-1.5 600-1 800-2	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles...make left climbing turn, climb to 2100 on 072° radial within 15 miles.
TVOR - 18 Effective date: 2/5/55 Amendment No. 1 Supersedes No.: Original dated 9/10/54 Major Changes: Courses revised items 5 & 7. Criteria more than 2-eng added in lieu of 4-eng or more. Item 11, radial revised. Procedure turn limited to 10 mi. -criteria.				W side of crs 350 outbnd 170 inbnd 2000' within 10 mi.	1400	182 0.4	2 Engine or less T-dn C-d C-n S-dn 18 A-dn More than 2 Engines T-dn C-d C-n S-dn 18 A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-0.5 500-1.5 500-1 800-2 200-0.5 500-1.5 500-1.5 500-1 800-2	Within 0.0 miles...climb to 2500' on radial 194° within 15 miles.
TVOR - 24 Effective date: 2/5/55 Amendment No. 1 Supersedes No.: Original dated 9/10/54 Major Changes: More than 2-eng added in lieu of 4-eng or more. Procedure turn limited to 10 mi - criteria. Item 7, brng & dist corrected - criteria.				N side of crs. 072 outbnd 252 inbnd 2100' within 10 mi.	1500	242 0.6	2 Engine or less T-dn C-d C-n S-dn 24 A-dn More than 2 Engines T-dn C-dn S-dn 24 A-dn	300-1 600-1 600-1.5 600-1 800-2	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles...climb to 2300' on radial 232° within 12 miles.
TVOR - 36 Effective date: 2/5/55 Amendment No.: 1 Supersedes No.: Original dated 9/10/54 Major Changes: Correct items 5 & 7, courses. - criteria more than 2-										
TVOR - 36 Effective date: 2/5/55 Amendment No. 1 Supersedes No. Original dated 9/10/54 Major Changes: Correct items 5 & 7, courses. - criteria more than 2-eng added in lieu of 4-eng or more. Item 11, radial revised. Procedure turn limited to 10 miles.				E side of crs. 194 outbnd 014 inbnd 2100 within 10 mi.	1500	002 0.5	2 Engine or less T-dn C-d C-n S-dn 36 A-dn More than 2 Engines T-dn C-dn S-dn 36 A-dn	300-1 600-1 600-1.5 600-1 800-2	300-1 600-1.5 600-1.5 600-1 800-2 200-0.5 600-1.5 600-1 800-2	Within 0.0 miles...climb to 2000' on radial 350° within 12 miles

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
COTULLA, TEXAS Cotulla Municipal Arpt 471 BMH - COT Procedure No. 1 Amendment No. 1 Effective date 1/29/55 Supersedes Amdt. Original, 1/8/53 Major Changes: Lowers alternate minima.	Cotulla VOR	255 6.0	1600	N side of crs 310 outbnd 130 inbnd 1600 within 10 mi. (Beyond 10 mi NA.)	1100	On Airport	2 Engine or less T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	Within 00 miles climb to 1600' on crs of 130 within 10 mi. CAUTION: 560' unlighted water tower 1 mile WSW.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-28-54)

AUTOMATIC DIRECTION FINDING PROCEDURES

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LAFAYETTE, LA. Lafayette Arpt 41 MH LFT Procedure No. 1 Amendment No. 5 Supersedes Amdt. M-4, dated 8/14/51. Effective date: 2/5/55 Major Changes: Airport name. Raise airport elevation. Add transition. Raise altitude over facility on final. Lower night visibility landing minima. Eliminates night operation on runways 10 and 28. Add notes.	Lafayette VOR	348 4.0	1200	E side of crs. 180 outbnd 360 inbnd 1200 within 10 mi. (Beyond 10 mi. NA.)	700	On Airport	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	 300-1 600-1 800-2 	 300-1 600-1 800-2 200-0.5* 600-1.5 800-2	Within 00 mi climb to 1300 on crs of 360 within 25 mi. NOTES: Night operation NA on runways 10 and 28. *300-1 required for take-offs and runways 10 and 28.

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
EPHRATA, WASH. Ephrata Airport 1258' BVOR EPH Procedure No. 1 Effective date 1/29/55 Amendment No. 1 Supersedes Original dated 8/15/54 Major Changes: Procedure turn distance; new format.	Ephrata LFR	002 11.0	3300	N side course 020 outbnd 200 inbnd 3300' within 10 mi. (NA beyond 10 mi.)	2400	200 5.7	2 Engine or less *T-dn C-d C-n S-dn Rnwy 20 A-d A-n More than 2 Engines *T-dn C-d C-n S-dn Rnwy 20 A-d A-n	 300-1 800-2 1000-2 500-1.5 1000-3 1200-3 	 300-1 800-2 1000-2 500-1.5 1000-3 1200-3 200-0.5 800-2 1000-2 500-1.5 1000-3 1200-3	Within 5.7 mi---turn left climb to 4000' on outbound course to 059° from Ephrata VOR within 25 miles. *600-2 take-off minimums for Runway 29. CAUTION: 2050' MSL radio tower and 2200' MSL terrain 2 and 4 miles west of airport.
MONROE, LOUISIANA Selman Field 79 BVOR MLU Procedure No. 1 Amendment No. 1 dated 1/29/55 Supersedes Amdt. Original, dated 2/25/52 Major Changes: Transition, distance and direction. Final approach crs corrected. Adds notes.	Monroe LFR	227 2.0	1300	S side of crs 212 outbnd 032 inbnd 1400 within 10 mi. (Beyond 10 mi NA.)	800	032 5.0	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	 300-1 500-1 800-2 	 300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 5.0 mi climb to 1400' on radial 032 within 25 mi. CAUTION: 850' TV antenna located 3.7 mi WNW of airport. Air Carrier Notes: Preface Page paragraph 37(a) NA on runways 4, 9, 13, 31, and 35.
OAKLAND, CALIF. Metropolitan Oakland International Airport 5' BVOR OAK Procedure No. 1 Effective date: 2/5/55 Original	Oakland LFR	236 1.5	1500	#S side of crs. 117 outbnd 297 inbnd 1500' within 8 mi. (NA beyond 8 mi.) NOTE: Maneuvering restricted to within 5 mi. South side of course due traffic confliction.	500	093 1.5	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	 300-1 500-1 800-2 	 300-1 600-1 800-2 ‡200-0.5 600-1.5 800-2	Within 0.0 miles...climb to 2000' on radial 310° from Oak VOR within 15 miles (Richmond intersection) *Minimum altitude day or night, IFR or on top, for leaving Newark FMHW. Inbound on final is 3500; #Procedure turn right for more favorable terrain. ‡300-1 required for take-off runway 33. This procedure does not meet the obstruction clearance requirements for final approach or on missed approach.
	SFO LFR	004 11.0	2000							
	San Francisco GAP MHW	052 13.0	2500							
	Bay Point FM	201 24.0	3000							
	Richmond Intersection	130 15.0	2000							
	*Newark FMHW	297 16.0	1500							
	Mt. Eden Intersection (Intersection of Oakland Radial 117° and 047° bearing to HWD RBN) final.	297 9.0	500							
OAKLAND, CALIF. Metropolitan Oakland International Airport 5' BVOR OAK Procedure No. 2 Effective date: 2/5/55 Original	OAK LFR	236 1.5	1500	*N side of crs. 275 outbnd 095 inbnd 1500' within 6 mi. (NA beyond 6 mi.)	500	093 1.5	2 Engine or less T-dn C-dn S-dn 9L/R A-dn More than 2 Engines T-dn C-dn S-dn 9L/R A-dn	 300-1 500-1 400-1 800-2 	 300-1 600-1 500-1 800-2 #200-0.5 600-1.5 500-1 800-2	Within 1.5 mi...turn right and climb to 2000' on radial 310° from Oak VOR within 15 miles. (Richmond Intersection) *Procedure turn right for more favorable terrain. #300-1 required for take-off on rnwy 33. This procedure does not meet the obstruction clearance requirements for missed approach altitude.
	SFO LFR	004 11.0	2000							
	San Francisco GAP MHW	052 13.0	2500							
	Bay Point FM	201 24.0	3000							
	Richmond Intersection	130 15.0	2000							
	Newark FMHW	297 16.0	2500							
TOLEDO, OHIO Toledo Express Arpt 684' Waterville VOR VOR - VWV Procedure No. 1 Amdt. Original Effective date: 1/29/55				N side of crs 140 outbnd 320 inbnd 2000' within 10 mi.	1900	320 12.5	2 Engine or less T-dn C-d C-n A-dn More than 2 Engines T-dn C-d C-n A-dn	 300-1 1000-1 1000-2 1000-3 	 300-1 1000-1 1000-2 1000-3 200-0.5 1000-1.5 1000-2 1000-3	Within 7 miles...make a climbing right turn and return to Waterville VOR at 2000'. NOTE: If unable to proceed to airport from point 7 miles from Waterville VOR under visual flight conditions execute missed approach procedure.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-28-54)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ALBUQUERQUE, N. M. Kirtland AFB/Mun 5330' Procedure No. 1 Effective date: 1/29/55 Amendment No. 9 Supersedes Amendment No. 8 dated 8/1/52 Major Changes: New format; add transitions from La Joya Intersection, Jemez Intersection, and Weiler Intersection; add alternate missed approach procedure as directed by ATC.	ABQ LFR	LOM	162 1.5	7000	W side south crs. 170 outbnd 350 inbnd 7000' within 5 mi. of LOM	6400	6400 3.7	5530 0.7	2 Engine or less T-dn C-dn S-dn Rnwy 35 A-dn	300-1 500-1 200-0.5 600-2	300-1 400-1 200-0.5 600-2	Turn left to 325 mag. heading and climb to 8000' on north course ABQ LFR or ABQ VOR course 010 within 25 miles. When directed by ATC turn left and climb 8000' on 256 course ABQ VOR within 25 miles. CAUTION: Terrain exceeding 8000' in east sectors of ILS & LFR all turns to be made west of course.
	ABQ VOR	LOM	104 12.0	7000					More than 2 Engines T-dn C-dn S-dn Rnwy 35 A-dn		200-0.5 500-0.5 200-0.5 600-2	
	LA JOYA INT.	LOM	355 30.0	7500								
	Peralta FM (FINAL)	LOM	355 10.0	6400								
	Jemez Intersection (int. 240 degrees radial from SAF VOR & N course ILS)	LOM	170 30.0	9000								
	Weiler Intersection (int. 026 degrees radial from ABQ VOR & ILS back crs)	LOM	170 14.0	7000								
	Kirtland Intersection (075 degrees radial ABQ VOR & ILS front course)	LOM	170 3.7	7000								
BILLINGS, MONTANA Billings Mun. Arpt. 3612' ILS BIL LOM BI Combination ILS-ADF Procedure No. 1 Effective date: 1/29/55 Amendment No. 10 Supersedes Amendment No. 9 dated 7/1/54 Major Changes: New format; change ADF missed approach to read within 3.7 mi. after passing LOM; lower altitude Park City FM to 5200'; lower altitude Billings VOR to LOM to 5200'.	Billings LFR	LOM	082 2.5	5000	N side east crs. 073 outbnd 253 inbnd 5000' within 10 mi. of LOM (NA beyond 10 mi.)	ILS 5000 ADF 5000	5660 4.2 ADF 5000	3720 0.5	2 Engine or less T-dn C-d C-n S-25 ILS-dn ADF d n A-dn	300-1 400-1 400-2 400-1 400-1 400-2 800-2	300-1 500-1 500-2 400-1 500-1 500-2 800-2	Within 3/7 mi...of LOM (ADF) climb to 5500' on west course of Billings LFR within 15 miles.
	Billings VOR	LOM	073 9.0	5200					More than 2 Engines T-dn C-d C-n S-25 ILS dn ADF dn A-dn		300-1 500-0.5 500-2 400-1 500-1.5 500-2 800-2	
	Nibbe FM ILS only	East course ILS	223 17.0	5000								
	Park City FM ILS only	West course ILS	062 10.0	5200								
MONROE, LOUISANA Selman Field 79 ILS - IMLU LOM - ML Combination ILS & ADF Procedure No. 1 Amendment No. 1 Effective date: 1/29/55 Supersedes ILS Original dated 6/27/53 Major Changes: New ADF procedure. Revises transitions. Raises procedure turn altitude. Adds notes.	Monroe LFR	LOM	242 2.0	1300	S side of SW crs 218 outbnd 038 inbnd 1400 within 10 mi. (Beyond 10 mi NA.)	ILS 1300	1300 4.7	275 0.7	2 Engine or less T-dn C-dn S-4 ILS dn ADF dn	300-1 400-1 300-0.75 400-1	300-1 500-1 300-0.75 400-1	Climb to 1400' on NE crs ILS or, 4.7 mi after passing LOM (ADF) climb to 1400 on crs of 038 within 25 mi. CAUTION: 850' TV antenna 3.7 mi WNW of airport. No approach lights. 400-0.75 required when glide slope not utilized. Air Carrier Note: Preface page paragraph 37(a) NA on runways 4, 9, 13, 31, and 35.
	Monroe VOR	OM	324 0.4	1400					More than 2 Engines T-dn C-dn S-4 ILS dn ADF dn A-dn ILS ADF		200-0.5 500-1.5 300-0.75 400-1 All Aircraft 600-2 800-2	
OAKLAND, CALIF. International Airport 5' ILS OAK Effective date: 2/5/55 Procedure No. 1 Amendment No. 9 Supersedes Amendment No. 8 dated 3/17/54 Major Changes: Provide for radar vectoring to ILS localizer course for final approach; reduce straight-in landing minimum ceiling for DC-7 and B-377; modify the note concerning the transitions to Hayward from Baypoint FM & Altamont intersection; new procedural format.	Newark FMHW	Hayward MHW	339 7.0	2590	#S side east course 095 outbnd 275 inbnd 3500' within 10 mi. of HWD MHW.	2590	HWD MHW 2590 9.4 OM 1320 4.7	230 0.66	2 Engine or less T-dn C-dn S-dn 27R A-dn	300-1 500-1 200-0.5 600-2	300-1 600-1 200-0.5 600-2	Climb to 2000' on NW course Oak LFR within 15 mi. or to 2000' on 310° radial from Oak VOR within 15 miles. (Richmond intersection all maneuvering west of course. Missed or aborted approaches must cross Oak LFR or VOR at not above 1500'. *These transitions authorized day on top only, unless radar vectoring is utilized. #Procedure turn on Oak LFR or VOR transition only. Upon completion of procedure turn and transition to localizor course inbound, descent from glide path interception is authorized to cross Hayward MHW at 2590'. This procedure does not meet the obstruction clearance requirements for missed approach altitude.
	OAK LFR	"	099 11.0	3500					More than 2 Engines T-dn C-dn S-dn 27R A-dn		***200-0.5 600-1.5 200-0.5 600-2	
	OAK VOR	"	094 12.0	3500								
	Baypoint FM*	"	167 24.0	6000								
	Altamont Int.*	"	227 21.0	5000								
	Decoto Int.	"	333 7.0	2590								
	SFO LOM	Newark MHW	075 13.0	4000								
	SFO LFR	"	078 16.0	4000								
	SFO VOR	"	329 12.0	3500								
	Altamont Int.	"	212 25.0	5000								
	NUQ LFR	"	342 13.0	3500								
	**ASR identification point	localizer course	**	**								

***NOTE: 300-1 required for take-off on runway 33.

**NOTE: All vectors and altitudes to the localizer final approach course will be in accordance with those prescribed for an ASR approach.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-28-54)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
SALEM, OREGON McNary Field (Mun.) 207' ILS - SL Comb. ILS - ADF Procedure No. 1 Effective date: 2/5/55 Amendment No. 1 dated 10/28/53 New Format: Establish ceiling minimum when glide path inoperative. Delete transitions from Portland and Eugene LFR and VOR stations.	Newberg VOR	LOM	156 35.0	4000	*S side of SE crs. 129 outbnd 309 inbnd 2200' within 5 mi. 2500' within 10 mi. (NA beyond 10 mi.)	2200 ADF 1700 over LOM	1520 4.6	470 0.8	2 Engine or less T-dn ADF C-dn #S-dn Rnwy 31 ILS ADF A-dn	300-0.75 300-1 800-1 300-0.75 800-1 800-2	300-0.75 300-1 800-1 300-0.75 800-1 800-2	Within 4.6 mi...after passing LOM (ADF) make climbing right turn climb to 2500' on southeast course of ILS (129°) within 10 miles of LOM all turns on south side. *Procedure turn south side for more favorable terrain. CAUTION: 688' MSL terrain located 3.5 miles south of airport. #500-1 required for landing when glide path inoperative or when operating under section 29(a) or (b) of the operations specifications.
	Intersection 182° radial Newberg VOR and 272° outbound course from Salem LOM.	LOM	092 15.0	3000					More than 2 Engines T-dn C-dn #S-dn Rnwy 31 ILS ADF A-dn		300-0.5 800-1.5 300-0.75 800-1.5 800-2	
SAN ANTONIO, TEXAS International Arpt. ILS ISAT Northeast Course ILS Procedure No. 2 Amendment No. 3 Effective date: 1/29/55 Supersedes Amdt. M-2, dated 8/1/52. Major Changes: New format.	San Antonio VOR	Int.#	142 5.0	2400	W side NE crs. 031 outbnd 211 inbnd 2400 within 10 mi of Int.# (Beyond 10 mi. NA.)	No Alt. over Int.# 1800	Glide No outer marker. Dist. Int.# to Rnwy. 21 3.5 mi.	Slope	2 Engine or less T-dn C-dn S-dn 21 More than 2 Engines T-dn C-dn S-dn 21 All Aircraft A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 200-0.5 500-1.5 400-1 800-2	Within 3.5 mi. after passing Int. #, climb to 2200 on S crs. SAT LFR or SAT VOR radial 174 within 25 mi.
	San Antonio LFR	Int.#	084 2.5	2400								
	#Int. NE crs. SAT ILS and east crs. SAT LFR, or SAT VOR radial 142.											
SAN FRANCISCO, CALIF. International Airport 11' ILS SFO LOM SF Effective date: 2/5/55 Comb ILS - ADF Procedure No. 1 Amendment No. 8 Supersedes Amendment No. 7 dated 8/17/54 Major Changes: Provide for radar vectoring to ILS localizer course for final approach new procedural format.	SFO LFR	Belmont Int. (via SE course SFO LFR)	108 6.0	1700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. Final approach crs. 100 outbnd 280 inbnd	1700	1660 6.4 ADF 1700	230 0.66	2 Engine or less T-dn C-dn S-dn 28R ILS 28L/R ADF More than 2 Engines T-dn C-dn S-dn 28R ILS 28L/R ADF All Aircraft A-dn ILS ADF	300-1 500-1 200-0.5 400-1 600-2 800-2	300-1 600-1 200-0.5 400-1 #200-0.5 600-1.5 200-0.5 400-1 600-2 800-2	Within 6.4 mi..after passing LOM (ADF) climb to 3000' on NW course of SFO-LFR or on 285° track from LOM within 25 miles. *After passing thru Belmont intersection, make left turn of 180° to intercept localizer course southeast of LOM inbound (280°) (Belmont intersection defined as: INT. of SE course of SFO LFR and 333° bearing to SFO ILS LOM or 164° radial from Oak VOR.) This procedure does not meet the obstruction clearance requirements for circling minimums due to high terrain SW of airport. #300-1 required for take-off on runways 19L/R.
	SFO VOR	LOM	290 20.0	1700								
	Moffett LFR	LOM	299 18.0	1700								
	Newark FMHW	LOM	254 12.0	1700								
	OAK LFR	LOM	175 12.0	ILS 2000 ADF 3000								
	OAK VOR	LOM	167 11.0	ILS 2000 ADF 3000								
	**ASR identification point	localizer course	**	**								
	**NOTE: All vectors and altitudes to the localizer final approach course will be in accordance with those prescribed for an ASR approach.											
SAVANNAH, GEORGIA Travis Field 50 ILS - ISAV LOM - SA ILS & ADF Combination Procedure No. 1 Amendment No. 2 Effective date: 1/29/55 Supersedes Amdt. No. 1, dated 12/3/54 Major Changes: Raise procedure turn, outer and inner marker altitudes.	Savannah LFR	LOM	320 12.0	1300	N side crs 271 outbnd 091 inbnd 1500 within 10 miles* (Beyond 10 mi NA.)	ILS 1500 ADF 900 over LOM	1450 5.5	237 0.6	2 Engine or less T-dn C-dn ILS S-dn 9 ADF S-dn 9 More than 2 Engines T-dn C-dn ILS S-dn 9 ADF S-dn 9 All Aircraft A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 200-0.5 500-1.5 300-0.75# 400-1 600-2 800-2	Make immediate left turn, climb to 1400 on NW crs (321) LFR or radial 300 or 5.5 mi after passing LOM (ADF) make immediate left turn climb to 1400 on crs of 321 within 25 mi. *Non-standard due danger area 3 mi. S. Air Carrier Notes: #200-0.5 authorized when length of runway available exceeds by 3000 ft. the length of runway required by the applicable aircraft performance requirements of the CARs and high intensity rnwy lights are operating on the entire length of runway. 400-0.75 required when glide slope not utilized.
	Savannah VOR	OM	260 12.0	1300								
	NE crs SAV-LFR & E crs ILS	LOM	271 19.0	1500								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-28-54)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
EPHRATA, WASH. Ephrata Airport 1258' BMRLZ - DTV EPH Procedure No. 1 Effective date 1/29/55 Amendment No. 3 Supersedes Amendment No. 2 dated 8/16/54 Major Changes: None; New format.	Ephrata VOR	182 11.0	3000	*W side of south crs 156 outbnd 336 inbnd 3000' within 10 mi. (NA beyond 10 mi.)	2200	336 3.9	2 Engine or less #T-dn C-d C-n S-dn Rnwy 34 A-d A-n More than 2 Engines #T-dn C-d C-n S-dn Rnwy 34 A-d A-n	300-1 800-2 1000-2 500-1.5 1000-3 1200-3 	300-1 800-2 1000-2 500-1.5 1000-3 1200-3 200-0.5 800-2 1000-2 500-0.5 1000-3 1200-3	Within 3.9 mi turn right climb to 4000' on east course Ephrata LFR within 25 miles. *Procedure turn west to avoid Larson AFB. #600-2 take-off minimums runway 29. CAUTION: 2050' MSL radio tower and 2200' MSL terrain 2 and 4 miles west of airport. Danger area 12 miles south Ephrata LFR.
KNOXVILLE, TENN.- McGhee-Tyson Arpt. - Correct AIRGI Vol. 9, #15 dated 10/5/54 Column 1 - Elevation to read 989' instead of 969'.										
MACON, GEORGIA Robins Arpt AFB 295 MCN LFR Procedure No. 1 Dated 2/9/53 Amendment M-3	Procedure cancelled and superseded by unpublished special procedure, effective January 6, 1955.									
MONROE, LOUISIANA Selman Field 79 SBMRLZ-VDT MLU Procedure No. 1 Amendment No. 4 Effective date: 1/29/55 Supersedes Amdt. No. 3, dated 2/1/51 Major Changes: Add Transition from VOR. Raise procedure turn altitude and altitude over LFR on final. Lowers 4-engine night straight-in visibility minimum. Adds notes.	Monroe VOR	047 2.0	1300	S side SW crs. 205 outbnd 025 inbnd 1400 within 10 mi. (Beyond 10 mi NA.)	800	025 3.0	2 Engine of less T-dn C-dn S-4 dn A-dn More than 2 Engines T-dn C-dn S-4 dn A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 3.0 mi climb to 1400' on NE crs (025) within 25 miles. CAUTION: 850' TV antenna located 3.7 mi WNW of airport. Air Carrier Notes: Preface page paragraph 37(a) NA on runways 4, 9, 13, 31, and 35.
MONTGOMERY, ALA. Maxwell Field 167 SBRAZ - MXF Procedure No. 1 February 2, 1953 Major Changes: Superseded by Special Procedure. (Not published.)	Procedure cancelled January 10, 1955. (This cancellation does not affect the military procedures in the Pilot's Handbook.)									
OAKLAND, CALIF. Metropolitan Oakland International Arpt 5' SBRAZ DTVX OAK Procedure No. 1 Effective date: 2/5/55 Amendment No. 5 Supersedes Amdt. No. 4 dated 12/1/53 Major Changes: Eliminate Mt. Eden Intersection as the primary approach fix; lower altitude on initial approach from Newark; limit procedure turn distance; revise notes.	Baypoint FM Evergreen FM/H *Newark FM/H Mt. Eden Intersection (Final) (Int. of SE course Oak LFR and bearing 047° to Hayward RBN.)	200 24.0 304 37.0 304 16.0	3000 3500 1500	#S side SE crs. 124 outbnd 304 inbnd 1500' within 8 mi. (Beyond 8 mi. not authorized) Procedure turn manneuvering limited to within 5 miles on south side of SE course due traffic confliction.	500	On airport (NW corner)	2 Engine or less T-dn C-dn S-dn 27L/R A-dn More than 2 Engines %T-dn C-dn S-dn 27L/R A-dn	300-1 500-1 500-1 800-2 	300-1 600-1 500-1 800-2 200-0.5 600-1.5 500-1 800-2	Within 0.0 mi...climb to 2000' on NW course of Oak LFR within 15 mi. (Richmond Intersection). All maneuvering west of course. Missed or aborted approach must not cross Oak LFR above 1500'. *Minimum altitude day or night IFR or on top, for leaving Newark FM/H inbound on final is 3500'. #Procedure turn right for more favorable terrain. %300-1 required for take-off runway 33. CAUTION: High terrain (Mt. Diablo 3925' MSL) 7 miles SE of NE course 17 miles from Oak LFR. Also high terrain paralleling SE course on NE side. This procedure does not meet the obstruction clearance requirements for final approach or on missed approach.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-28-54)

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; OR DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
MILWAUKEE, WISCONSIN General Mitchell Arpt 666' Procedure No. 1 Effective date: 1/29/55 Amendment No. 1 Supersedes No. Original dated 10/27/54 Major Changes: 1. Revised Rnwy 1, 7, 13, 25 & 31, climb out heading and missed approaches at request of airlines.	All sectors 2500' within 25 miles At 2500' 3 miles Lateral separation required from TV tower 1685' MSL 10 mi north of airport.	All runways	2-eng or less T-dn C-dn A-dn			300-1 600-1 800-2	300-1 600-1 800-2	RUNWAY 1 - Climb on north crs Milwaukee LFR [illegible] radial to 2700' within 25 miles. CAUTION: - TV tower 1685' MSL 10 miles north.
			More than 2-eng T-dn D-dn A-dn				300-0.5 600-1.5 800-2	RUNWAY 19 - Climb outbnd on localizer course to 2000' over LOM. RUNWAYS 7, 13, 25 & 31 - Climb southbound to 2100' proceeding to the LOM.
		1 - 19 - 7	All Aircraft S-dn			400-1	400-1	
		13	All Aircraft S-dn			500-1	500-1	
		25 - 31	All Aircraft S-dn			600-1	600-1	
ST. LOUIS, MISSOURI Lambert Field 568' Procedure No. 1 Effective date: 1/29/55 Amendment No. 1 Supersedes No. Original dated 6/21/54. Major Changes: 1. Revises terminal area maneuvering altitudes. 2. Lowers SDN visibility minimums for 4-eng. aircraft. 3. Revises Kirkwood INT to Barracks INT.	Bearings are from radar, azimuth rotating clockwise. 2200' between brg. 100° and 190° - except 2800' within 3 n. miles radius of 1550' TV tower located 20 n. miles south of Lambert Field.	All runways	2-eng or less T-dn C-dn S-dn A-dn			300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	Climb to 2000' on west crs STL LFR to St. Peters intersection, or when directed by ATC, climb to 2300' on south crs STL LFR to the Barracks intersection.
			More than 2-eng T-dn C-dn S-dn A-dn				200-0.5 500-1.5 500-1 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (12-30-54)

SPECIAL NOTICE
"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS"; CHANGES IN C.A.R. 60. See page 2

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SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page24

SPECIAL NOTICE
Private Aircraft-to-Tower Frequencies. See page 2

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NOTICES TO AIRMEN Page 2

VOL. 9, NO. 22 . . . JANUARY 11, 1955

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN
SPECIAL NOTICES

√ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course-deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVOR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators). N

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

PRIVATE AIRCRAFT-TO-TOWER FREQUENCIES: Due to severe congestion on the frequency 122.5 mc in the New York City, Chicago and Los Angeles areas, it has become necessary to implement the frequency 122.7 mc at the New York (LaGuardia), Chicago (Midway), and the Los Angeles (International) Airport towers. Effective 0001 Local Standard Time, December 1, 1954, a guard on the frequency 122.7 mc will be established and simultaneously the guard on 122.5 mc will be discontinued at these three towers. Pilots of private aircraft intending to land at New York (LaGuardia), Chicago (Midway) or Los Angeles (International) Airports should be equipped to transmit on 122.7 mc. The emergency frequency 121.5 mc may be used temporarily to call these towers in the event it is not possible to obtain 122.7 mc by December 1.

"DANGER AREAS" TO BE CALLED "RESTRICTED AREAS": Effective December 9, 1954, Part 60 of the Civil Air Regulations is amended to provide, among other things, for the use of the term "Restricted Area" for what was formerly called "Danger Area" and for a definition of this term as well as that of "Prohibited Area" (somewhat similar to the former term "Airspace Reservation.").

Restricted Areas (which are designated by the Administrator of Civil Aeronautics when he finds that a hazard to aircraft in flight exists) are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions".

Prohibited Areas are defined as "airspace identified by an area on the surface of the earth within which the flight of aircraft is prohibited."

Avoidance of prohibited areas and operations within restricted areas strictly in accordance with the published restrictions are imperative to the safety of flight or the protection of the activity on the ground. Any person desiring to secure permission to fly in such areas contrary to the prohibition or the restrictions imposed, should contact the agency controlling that area. Prohibited and restricted areas, indicating the prohibitions or restrictions to flight and the name of the using agency, are carried in the Airman's Guide, appear in other publications of aids to air navigations and are depicted on aeronautical charts.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary.

(1-11-55)

SPEED IN HOLDING PATTERNS: All patterns used for holding are based on a maximum speed of 180 mph true air speed. Entry into and maneuvering within these pattern should be made at speed within this tolerance as buffer zones have been provided only for these speeds. It is recommended that all aircraft adhere closely to these restrictions and if greater speed is needed, traffic control be notified so that more maneuvering area may be provided.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 22 - under Florida change Tampa - WB telephone number to read: Tampa 74-8111, effective March 1, 1955.

(2) Page 22 - under Kansas change Topeka -WB telephone number to read: TOpeka 2-4077

(3) Page 24 - under Ohio - change Columbus WB telephone number to read: CApital 1-0857.

(4) Page 24 - under Pennsylvania - change Philadelphia WB telephone number to read: BElgrade 2-7511.

(5) Page 25 - under Virginia - change Roanoke WB-telephone number to read: 60922; CAA telephone number to read: 62091.

(6) Page 25 -under Texas change San Antonio WB-telephone number to read: TAylor 6-0411.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

TDZ	Toledo, Ohio, Toledo Airport (Assignment)
TLX	Toledo, Ohio, Express Airport (Deletion)
TOL	Toledo, Ohio, Express Airport (Identifier transfer)
XAR	Aretz, Ind. LF/MF Intersection (Assignment)
XBG	Mechanicsburg, Ohio LF/MF Intersection (Assignment)
XDY	Daley, Ky., VOR Intersection (Assignment)
XHI	Highway, Tenn., VOR Intersection (Assignment)
XOG	Ogallala, Nebr., VOR Intersection (Assignment)
XWB	Wabash, Ohio, VOR Intersection (Assignment)
UO	Quetico, Ont. (Assignment)

✓ AERONAUTICAL CHART CORRECTION: Correct Casper Sectional Chart dated November 23, 1954 as follows:

(1) Delete Chadron, Nebraska, radio beacon at latitude 42°50'00", longitude 103°05'45".

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or cancelled as indicated:

DESIGNATED

(1) GLENS FALLS INTERSECTION - the intersection Albany, New York VOR en route radial on V91 with 276° true bearing from Glens Falls, New York H facility

(2) CANBY (VHF) INTERSECTION - the intersection of the 095° radial magnetic of the Newberry, Oregon VOR and the 174° radial magnetic of the Portland, Oregon VOR.

(3) WASHOUGAL (VHF) INTERSECTION - the intersection of the 028° radial magnetic of the Newberry, Oregon VOR and the 073° radial magnetic of the Portland, Oregon VOR.

(4) LACENTER (VHF) INTERSECTION - the intersection of a 020° magnetic bearing to the Sauvies Island, Oregon radiobeacon and the 331° radial magnetic of the Portland, Oregon VOR.

(5) CAMAS (VHF) INTERSECTION- the intersection of the 108° radial magnetic of the Portland, Oregon VOR and the east course of the Portland, Oregon LF range.

(6) HILLSBORO (LF) INTERSECTION- the intersection of a 182° magnetic bearing from the Sauvies Island, Oregon MHW facility and the west course of the Portland, Oregon LF range.

(7) TALENT (VHF) INTERSECTION- the intersection of the 250° radial magnetic of the Klamath Falls, Ore., VOR and the 156° radial magnetic of the Medford, Oregon VOR.

(8) WOLF CREEK (VHF) INTERSECTION-the intersection of the 345° radial magnetic and the Helena, Montana, VOR and the 203° radial magnetic of the Great Falls, Montana VOR.

(9) BERNARDO (VHF) INTERSECTION- the intersection of the 259° radial magnetic of the Corona, New Mexico VOR and the 156° radial magnetic of the Albuquerque, New Mexico VOR.

(10) GAY INTERSECTION-intersection of the York, Kentucky, VOR direct radial to Elkins VOR with Charleston, West Virginia, VOR en route radial to Parkersburg VOR.

(11) FREDERICKTOWN INTERSECTION - intersection Pittsburgh en route radial on Victor 37 with Wheeling VOR 118° true radial.

(12) ARBA, INDIANA INTERSECTION - intersection of the Dayton, Ohio VOR 268° magnetic radial and a true bearing of 360° from the Richmond, Indiana, non directional radio beacon.

(13) DRY RIDGE INTERSECTION- intersection Louisville, Ky., VOR 051° magnetic radial on Victor 5 East extended to intersect the Cincinnati ILS south course.

(14) WEAVERVILLE INTERSECTION- intersection of Ashville, N.C. 330° magnetic radial and the Tri-City, Tennessee 205° magnetic radial.

(15) RIOVISTA INTERSECTION- intersection Ft. Worth, Texas 161° magnetic and the Dallas, Texas 212° magnetic radial.

(16) TELFORD INTERSECTION - intersection Tri-City, Tennessee 252° magnetic radial and the Ashville, N.C. 350° magnetic radial.

(17) TUXEDO INTERSECTION - intersection Ashville, N.C. 215° magnetic and the Spartanburg, S.C., 285° magnetic radial.

(18) CANDLER INTERSECTION - intersection Ashville, N.C., 301° magnetic radial and the Tri-City, Tennessee 205° magnetic radial.

(19) BOOTH INTERSECTION - intersection Montgomery, Alabama 330° magnetic radial and the northeast course of the Selma, Alabama L/MF range.

(20) CLEGG INTERSECTION - the intersection of the SW course of the Navy Chase Beeville, Texas LF range and the North course of the Alice, Texas LF range.

CANCEL

(1) Woodsworth Intersection.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established.

(1) MOUNT VERNON INTSXN - Direction of holding - SW; direction of turn - RIGHT on the east side of the SW course of the Washington LFR; Time - one minute.

(2) WASHINGTON INTSXN - Direction of holding - SW; direction of turn - RIGHT on the east side of the SW course of Washington LFR; time - one minute.

(3) SHADYSIDE INTSXN - Direction of holding - NE; direction of turn - RIGHT on the north side of the NE course Andrews LFR; time - one minute.

(4) ARCOLA LFR- Direction of holding - SW; direction of turn - RIGHT on the west side of the SW course of the Arcola LFR; time - one minute.

(5) FAYETTESVILLE, N.C. RBN - Direction of holding - E; direction of turn - LEFT on south side inbound track 270°; time - one minute. Minimum altitude - 3,000 feet.

(6) LISBON, MARYLAND INTSXN - Direction of holding W; direction of turn - RIGHT on S side W course Baltimore, Time - one minute - Minimum altitude -3,000 feet.

(7) NEW BERN, N.C. RBN - Direction of holding - SW. direction of turn - LEFT on W side inbound track 046° - time-one minute- Minimum altitude - 1,200 feet.

(8) ROANOKE, VIRGINIA (LFR) - Direction of holding - SW; direction of turn - LEFT on NW side SW course; time - one minute; Minimum altitude - 5,000 feet.

(9) DRISCOLL INTSXN - Direction of holding - SW; direction of turn - LEFT on NW side SW course Corpus Christi; time - one minute.

(10) MIAMI ILS OUTER COMPASS LOCATOR: Direction of holding: W; direction of turn; LEFT on N side W course ILS localizer.

(11) MIAMI LFR - Direction of holding W; direction of turn - LEFT on N side W course; time: two minutes.

(12) MIAMI VOR - direction of holding west on the Miami 266° magnetic radial. Inbound course to fix 086° magnetic radial; direction of turn - LEFT; time - two minutes.

(13) KEY WEST, FLA. LFR is amended to read: Direction of holding - W; direction of turn - LEFT on N side W course; time – two minutes.

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, and REPORTING POINT AMENDEMENTS: Effective 0001 EST, February 1, 1955, unless otherwise advised the following civil airways, control area extensions, control areas, control

zones, and reporting points are amended in whole or in part as follows: (Note: Amber Airways 13, 14, 15 and 19 are through LF airways overlapping other LF airways and controlled airspace utilizing the same MEA's with no change to present MEA's.)

CIVIL AIRWAYS: (1) Amber civil airway No. 2, is amended by changing the caption to read: "(Long Beach, Calif. to Bettles, Alaska)" and by changing last portion to read: "Fairbanks, Alaska radio range station to the Bettles, Alaska radio range station "(Note: Above deletes portion of airway between Bettles and Umiat range stations).

(2) Amber civil airway No. 13, (Washington, D.C. to New York, N.Y.) is added to read: "From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° true from the Riverdale nondirectional radio beacon and the south course of the Baltimore Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N.J., radio range station to the Newark Airport, Newark, N.J."

(3) Amber civil airway No. 14 (Washington, D.C. to New York, N.Y.) is added to read: "From the Washington National Airport via the Riverdale, Md.,nondirectional radio beacon; the intersection of the south course of the Harrisburg, Pa., radio range and the west course of the Baltimore, Md., radio range; the intersection of the south course of the Harrisburg, Pa., radio range and the northeast course of the Arcola, Va., radio range; Lancaster, Pa., nondirectional radio beacon; Willow Grove, Pa., (Navy), radio range station; the intersection of the northeast course of the Willow Grove, Pa., (Navy) radio range and the east course of the Allentown, Pa., radio range to the Chatham, N.J., non directional radio beacon."

(4) Amber civil airway No. 15, (Washington, D.C. to New York, N.Y.) is added to read: "From the Riverdale, Md., nondirection radio beacon via the intersection of a line bearing 63° true from the Riverdale nondirectional radio beacon and the south course of the Baltimore Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the LaGuardia, N.Y., radio range; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the Idlewild, N.Y., radio range; Idlewild, N.Y., radio range station to the New York International Airport, Jamaica, Long Island, N.Y."

(5) Amber civil airway No. 19 (Washington, D.C. to New York, N.Y.) is added to read: "From the Riverdale, Md., nondirectional radio beacon via the intersection of a line bearing 63° true from the Riverdale nondirectional beacon and the south course of the Baltimore, Md., radio range; Baltimore, Md., radio range station; the intersection of the north course of the Baltimore, Md., radio range and the west course of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; the intersection of the northeast course of the Philadelphia, Pa., radio range and the southwest course of the LaGuardia, N.Y., radio range; the intersection of the east course of the Allentown, Pa., radio range and the southwest course of the LaGuardia, New York, radio range; to the LaGuardia Airport, New York, New York."

(6) Red civil airway No. 2, is amended by changing the caption to read: "(Sheridan, Wyo., to Rapid City, S.Dak.)" and by deleting the portion which read;"From the Whitehall, Mont., radio range station to the Bozeman, Mont., radio range station."

(7) VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by changing all after the Lansing, Mich., omnirange station to read; "Lansing, Mich, omnirange station, including a south alternate; to the Salem, Mich., omnirange station. From the Buffalo, N.Y., omnirange station via the Rochester, N.Y., omnirange station; Syracuse, N.Y., omnirange station; Albany, N.Y., omnirange station; Gardner, Mass., omnirange station; to the Boston, Mass., omnirange station."

(8) VOR civil airway No. 3, (Key West, Fla., to Bangor, Maine) is amended by changing the portion between the Florence, S.C., omnirange station and the Lawrenceville, Va., omnirange station to read: "Florence, S.C., including an east alternate; Lumberton, N.C., omnirange station; Raleigh, N.C., omnirange station, including a west alternate from the Florence omnirange station to the Raleigh omnirange station via the intersection of the Florence omnirange 008° true and the Raleigh omnirange 232° true radials; Lawrenceville, Va., omnirange station;"

(9) VOR civil airway No. 4, (Seattle, Wash., to Washington, D.C.) is amended by changing the portion between the Boise, Idaho, omnirange station and the Malad City, Idaho, omnirange station to read: "Boise, Idaho, omnirange station; intersection of the Boise omnirange 129° true and the Burley omnirange 292° true radials; Burley, Idaho, omnirange station, including a south alternate from the Boise omnirange station to the Burley omnirange station via the Twin Falls, Idaho, omnirange station; Malad City, Idaho, omnirange station;" and also by the changing the portion between the St. Louis, Mo., omnirange station and the Elkins, W.Va., omnirange station to read: "St. Louis, Mo., omnirange station, including a north and a south alternate; Troy, Ill., omnirange station; Centralia, Ill., omnirange station, including a south alternate from the St. Louis omnirange station to the Centralia omnirange station via the intersection of the St. Louis omnirange 128° true and the Centralia omnirange 279° true radials; Evansville, Ind., omnirange station, including a south alternate; intersection of the Evansville omnirange 080° true and the Louisville omnirange 269° true radials; Louisville, Ky., omnirange station, including a north alternate from the Evansville, omnirange station to the Louisville omnirange station; Lexington, Ky., omnirange station, including a north alternate and also a south alternate via the intersection of the Louisville omnirange 123°true and the Lexington omnirange 264° true radials; Charleston, W.Va., omnirange station; Elkins, W.Va., omnirange station, including a north alternate via the intersection of the Charleston omnirange 049° true and the Elkins omnirange 264° true radials and also a south alternate via the intersection of the Charleston omnirange 081° true and the Elkins omnirange 227° true radials."

(10) VOR civil airway No. 6 (Oakland, Calif., to New York, N.Y.) is amended by changing all after the Naperville, Ill., omnirange station to read: "Naperville, Ill., omnirange station; Chicago, Ill., Midway Airport terminal omnirange station; South Bend, Ind., omnirange station; intersection of the South Bend omnirange 092° true and the Waterville omnirange 288° true radials; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Youngstown, Ohio, omnirange station, including a north alternate; Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the Colts Neck, N.J., omnirange station."

(11) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D.C.) is amended by changing the portion between the Moline, Ill., omnirange station and the Findlay, Ohio, omnirange station to read; "Moline, Ill., omnirange station, including a south alternate and also a north alternate from the Des Moines omnirange station to the Moline omnirange station via the intersection of the Des Moines omnirange 071° true and the Moline omnirange 279° true radials; Naperville, Ill., omnirange station; Chicago, Ill., Midway Airport terminal omnirange station; Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station; Findlay, Ohio, omnirange station;" and by changing all after the Martinsburg, W.Va., omnirange station to read;"Martinsburg, W.Va., omnirange station; intersection of the Martinsburg omnirange 123° true and the Washington terminal omnirange 319° true radials; to the Washington, D.C., terminal omnirange station."

(12) VOR civil airway No. 9, is amended by changing the caption to read: "(New Orleans, La., to Milwaukee, Wisc.)" and by changing all after the Springfield, Ill., omnirange station to read: "Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 358° true and the Milwaukee omnirange 215° true radials; to the Milwaukee, Wis., omnirange station, including a west alternate from the Naperville omnirange station to the Milwaukee omnirange station via the intersection of the Naperville omnirange 338° true and the Milwaukee omnirange 215° true radials."

(13) VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.) is amended to read: "From the Houston, Tex., omnirange station via the Lufkin, Tex., omnirange station; to the Shreveport, La., omnirange station. From the Pine Bluff, Ark., omnirange station via the Memphis, Tenn., omnirange station, including an east alternate; intersection of the Memphis omnirange 360° true and the Dyersburg omnirange 215° true radials; Dyersburg, Tenn., omnirange station, including a west alternate from the Memphis omnirange station to the Dyersburg omnirange station via the intersection of the Memphis omnirange 345° true and the Dyersburg omnirange 230° true radials; Paducah, Ky.,omnirange station; Evansville, Ind., omnirange station; Scotland, Ind., omnirange station; Indianapolis, Ind., omnirange station, including an east alternate via the intersection of the Scotland omnirange 041° true and the Indianapolis omnirange 185° true radials, and a west alternate via the intersection of the Scotland omnirange 011° true and the Indianapolis omnirange 232° true radials; intersection of the Indianapolis omnirange 021° true and the Fort Wayne omnirange 226°true radials; Fort Wayne, Ind., omnirange station; intersection of the Fort Wayne omnirange 037° true and the Salem omnirange 227° true radials; to the Salem, Mich. omnirange station, including a west alternate from the Fort Wayne omnirange station to the Salem omnirange station via the Litchfield, Mich., omnirange station."

(14) VOR civil airway No. 12, is amended by changing the caption to read: "(Santa Barbara Calif., to Philadelphia, Pa.)" by changing all before the Prescott, Ariz., omnirange station to read;"From the Santa Barbara, Calif., omnirange station via the intersection of the Santa Barbara omnirange 091° true and the Fillmore, omnirange 284° true radials; Fillmore, Calif. omnirange station; Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 082° true and the Daggett omnirange 257° true radials; Daggett, Calif., omnirange station; Needles, Calif., omnirange station; Prescott, Ariz., omnirange station;" and by changing all after the St. Louis, Mo., omnirange station to read: "St. Louis, Mo., omnirange station, including a north and a south alternate; Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 032° true and the Vandalia omnirange 273° true radials; Terre Haute, Ind., omnirange station; Indianapolis, Ind., omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° true and the Indianapolis omnirange 232° true radials; Dayton, Ohio, omnirange station, including a north alternate; Columbus, Ohio, omnirange station, including a north alternate via the intersection of the Dayton omnirange 060° true and the Columbus omnirange 281° true radials; Wheeling, W.Va., omnirange station; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station, including a north alternate via the intersection of the Pittsburgh omnirange 067° true and the Johnstown omnirange 290° true radials;

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Harrisburg, Pa., omnirange station; to the West Chester, Pa., omnirange station."

(15) VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.), is amended by changing the portion between the Vichy, Mo , omnirange station and the Findlay, Ohio, omnirange station to read: "Vichy, Mo., omnirange station, including a north alternate; St. Louis, Mo., omnirange station, including a north alternate and also a south alternate via the intersection of the Vichy omnirange 069° true and the St. Louis omnirange 219° true radials; Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 032° true and the Vandalia omnirange 273° true radials; Terre Haute, Ind., omnirange station; Indianapolis, Ind , omnirange station, including a south alternate via the intersection of the Terre Haute omnirange 082° true and the Indianapolis omnirange 232° true radials; intersection of the Indianapolis omnirange 054° true and the Findlay omnirange 250° true radials; Findlay, Ohio, omnirange station."

(16) VOR civil airway No. 25 (Santa Barbara, Calif. to Ellensburg, Wash.) is amended to read: "From the Santa Barbara, Calif., omnirange station via the Paso Robles, Calif., omnirange station; intersection of the Paso Robles omnirange 335° true and the San Francisco omnirange 141° true radials; San Francisco, Calif., omnirange station; intersection of the San Francisco omnirange 304° true and the Point Reyes omnirange 162° true radials; Point Reyes, Calif., omnirange station; Ukiah, Calif., omnirange station; Red Bluff,Calif., omnirange station; intersection of the Red Bluff omnirange 018° true and the Klamath Falls omnirange 181° true radials; Klamath Falls, Oreg., omnirange station; Redmond, Oreg., omnirange station; The Dalles, Oreg., omnirange station; Yakima, Wash., omnirange station; intersection of the Yakima omnirange 304° true and the Ellensburg omnirange 191° true radials; to the Ellensburg, Wash., omnirange station, excluding those portions which overlap the Yakima restricted area (R-247)."

(17) VOR civil airway No. 27 (Santa Barbara, Calif., to Seattle, Wash.), is amended by changing the portion between the Salinas, Calif., omnirange station and the Ukiah, Calif., omnirange station to read: "Salinas, Calif., omnirange station; intersection of the Salinas 319° true and the Point Reyes omnirange 162° true radials; Point Reyes, Calif., omnirange station, including an east alternate from the Salinas omnirange station to the Point Reyes omnirange station via the San Francisco, Calif., omnirange station and the Oakland, Calif., omnirange station; Ukiah, Calif., omnirange station."

(18) VOR civil airway No. 28, (Oakland, Calif., to Reno, Nev.) is amended to read: "From the Oakland, Calif., omnirange station via the Modesto, Calif., omnirange station; to the Reno, Nev., omnirange station."

(19) VOR civil airway No. 30 (Milwaukee, Wis., to New York, N.Y.) is amended to read: "From the Milwaukee, Wis., omnirange station via the intersection of the Milwaukee omnirange 102° true and the Pullman omnirange 291° true radials; Pullman, Mich., omnirange station, including a south alternate; Litchfield, Mich., omnirange station; Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 111° true and the Wellington VAR west course; Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° true radial; Youngstown, Ohio, omnirange station Philipsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the point of intersection of the Allentown omnirange 088° true and the Caldwell, N.J., omnirange 217° true radials. From the Idlewild, N.Y., omnirange station to the point of intersection of the Idlewild omnirange 082° true and the Riverhead, N.Y. omnirange 180° true radials."

(20) VOR civil airway No. 35 (Tallahassee, Fla., to Syracuse, N.Y.) is amended to read: "From the Tallahassee, Fla., omnirange station via the Albany, Ga., omnirange station; to the Macon, Ga., omnirange station,excluding that portion above 19,000 feet above mean sea level, which lies within the Tyndall AFB restricted area (R-336), between sunset and sunrise. From the Anderson, S.C., omnirange station via the Asheville, S.C.,omnirange station Tri-City, Tenn., omnirange station; intersection of the Tri-City omnirange 012° true and the Charleston omnirange 185° true radials; Charleston, W.Va.,omnirange station; Parkersburg, W.Va., omnirange station; intersection of Parkersburg, omnirange 060° true and the Pittsburgh omnirange 223° true radials; Pittsburgh, Pa., omnirange station; Philipsburg, Pa., omnirange station; Elmira, N.Y., omnirange station; to the Syracuse, N.Y. omnirange station

(21) VOR civil airway No. 38 (Chicago, Ill., to Richmond, Va.) is amended to read: "From the Peotone, Ill., omnirange station via the Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station; Columbus, Ohio, omnirange station, including a south alternate; Parkersburg, W.Va., omnirange station; Elkins, W.Va., omnirange station; Montebello, Va., omnirange station; to the Flat Rock, Va., omnirange station."

(22) VOR civil airway No. 40 (Cleveland, Ohio to Pittsburgh, Pa.) is amended to read: "From the point of intersection of the Mansfield, Ohio, omnirange 345° true radial and the Wellington VAR west course via the Wellington, Ohio VAR station; intersection of the Wellington VAR east course and the Cleveland omnirange 132° true radial; intersection of the Cleveland omnirange 132° true and the Pittsburgh omnirange 291° true radials; to the Pittsburgh, Pa., omnirange station."

(23) VOR civil airway No. 45 (Lexington, Ky., to Lansing, Mich.) is amended by adding the following: "The portions of this airway which conflict with the Wilmington restricted area (R-109) are excluded "

(24) VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich) is amended by changing all after the Waterville, Ohio, omnirange station to read: "Waterville, Ohio, omnirange station; intersection of the Waterville omnirange 351° true radial and the Detroit Willow Run Airport ILS localizer 227° true course; to the Detroit, Mich., Willow Run Airport ILS localizer."

(25) VOR civil airway No. 48 (Burlington, Iowa to Pontiac, Ill.) is amended to read: "From the Burlington, Iowa, omnirange station via the Peoria, Ill., radio range station; to the Pontiac, Ill., omnirange station."

(26) VOR civil airway No. 53 (Charleston, S.C. to Milwaukee, Wisc.) is amended to read: "From the Charleston, S.C., omnirange station via the Columbia, S.C., omnirange station; Spartanburg, S.C., omnirange station; Asheville, N.C., omnirange station; Tri-City, Tenn., omnirange station; Lexington, Ky., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 333° true and the Indianapolis omnirange 170° true radials; Indianapolis, Ind., omnirange station, including a west alternate from the Louisville omnirange station to the Indianapolis omnirange station via the Louisville omnirange 309° true and the Indianapolis omnirange 185° true radials, Lafayette, Ind., omnirange station, including a west alternate; intersection of the Lafayette omnirange 321° true and the Peotone omnirange 147° true radials; Peotone, Ill., omnirange station; Chicago, Ill., Midway Airport terminal omnirange station; intersection of the Chicago Midway Airport terminal omnirange 325° true and the Naperville, Ill., omnirange 358° true radials; intersection of the Naperville omnirange 358° true and the Milwaukee omnirange 215° true radials; to the Milwaukee, Wis., omnirange station, including an east alternate from the Chicago Midway Airport terminal omnirange station to the Milwaukee omnirange station via the intersection of the Chicago Midway Airport terminal omnirange 039° true and the Chicago Heights omnirange 009° true radials, and the intersection of the Chicago Heights 009° true and the Milwaukee omnirange 117° true radials."

(27) VOR civil airway No. 59 (Evansville, Ind , to Moline, Ill.) is amended to read: "From the Evansville, Ind., omnirange station to the Vandalia, Ill., omnirange station, including an east alternate. From the Springfield, Ill., omnirange station via the Peoria, Ill., radio range station; Bradford, Ill., omnirange station; to the Moline, Ill., omnirange station."

(28) VOR civil airway No. 69 (Walnut Ridge, Ark., to Chicago, Ill.) is amended to read: "From the Walnut Ridge, Ark., omnirange station via the Farmington, Mo., omnirange station; Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station."

(29) VOR civil airway No. 70 (Corpus Christi, Tex., to Baton Rouge, La.) is amended to read: "From the Corpus Christi, Tex., omnirange station via the Palcios, Tex., omnirange station; Galveston, Tex., omnirange station; Lake Charles, La., omnirange station; Lafayette, La., omnirange station; to the Baton Rouge, La., omnirange station."

(30) VOR civil airway No. 72, (Vichy, Mo., to Albany, N.Y.) is amended to read: "From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 069° true and the Troy omnirange 246° true radials; Troy, Ill., omnirange station; Vandalia, Ill., omnirange station; Layfayette, Ind., omnirange station; to the point of intersection of the Lafayette omnirange 080° true and the Fort Wayne, Ind., omnirange 226° true radials. From the Findlay, Ohio, omnirange station via the Cleveland, Ohio, omnirange station; Youngstown, Ohio omnirange station; Bradford, Pa., omnirange station; Elmira, N.Y., omnirange station; Binghamton, N.Y., omnirange station; to the Albany, New York, omnirange station."

(31) VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.) is amended to read: "From the Bradford, Ill., omnirange station via the Joliet, Ill., omnirange station; Chicago, Ill., Midway Airport terminal omnirange station; intersection of the Chicago Midway Airport terminal omnirange 039° true and the Pullman omnirange 261° true radials; Pullman, Mich. omnirange station; Lansing, Mich., omnirange station; to the point of intersection of the Lansing,omnirange 068° true and the Salem, Mich., omnirange 342° true radials."

(32) VOR civil airway No. 88 (Vichy, Mo., to Mansfield, Ohio) is amended to read: "From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 084° true and the Centralia omnirange 261° true radials; Centralia, Ill., omnirange station; intersection of the Centralia omnirange 075° true and the Scotland omnirange 250° true radials; Scotland, Ind., omnirange station; intersection of the Scotland omnirange 077° true and the Dayton omnirange 235° true radials; Dayton, Ohio, omnirange station;to the Mansfield, Ohio, omnirange station."

(33) VOR civil airway No. 90 (Lansing, Mich., to Milford, Mich.) is revoked."

(34) VOR civil airway No. 92 (Chicago, Ill., to Pittsburgh, Pa.) is amended to read: "From the Chicago Heights, Ill., omnirange station via the Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Wheeling, W.Va. omnirange station; to the Pittsburgh, Pa., omnirange station."

(35) VOR civil airway No. 99 (Lafayette, La., to Baton Rouge, La.) is revoked.

(36) VOR civil airway No. 103 (Pendleton, Oreg. to Spokane, Wash.) is revoked.

(37) VOR Civil airway No. 107 (Fillmore, Calif., to Red Bluff, Calif.) is amended to read: "From the Fillmore, Calif., omnirange station via the Coalinga, Calif., omnirange station; Oakland, Calif., omnirange station; intersection of the Oakland omnirange 330°true and the Ukiah omnirange 147°true radials; Ukiah, Calif., omnirange station; to the Red Bluff, Calif., omnirange station."

(38) VOR civil airway No. 112 (Portland, Oreg., to Spokane, Wash.) is amended to read: "From the Portland, Oreg., omnirange station via the The Dalles, Oreg., omnirange station; intersection of the The Dalles omnirange 096° true and the Pendleton omnirange 254° true radials; Pendleton, Oreg., omnirange station; to the Spokane, Wash., omnirange station."

(39) VOR civil airway No. 126 (Bradford, Ill., to Chicago Heights, Ill.) is revoked.

(40) VOR civil airway No. 126 (Chicago, Ill., to New York, N.Y.) is added to read: "From the Chicago, Ill., Midway Airport terminal omnirange station via the Chicago Heights Ill., omnirange station; Goshen, Ind., omnirange station; Waterville, Ohio, omnirange station; Cleveland, Ohio, omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117° true and the Wilton, Conn. omnirange 240° true radials."

(41) VOR civil airway No. 128 (Chicago, Ill., to Raleigh , N.C.) is amended to read: "From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; intersection of the Peotone omnirange 147° true and the Lafayette omnirange 321° true radials; Lafayette, Ind., omnirange station; intersection of the Lafayette omnirange 118° true and the Cincinnati omnirange 318° true radials; Cincinnati, Ohio, omnirange station; York, Ky., omnirange station; Charleston, W.Va., omnirange station; Pulaski, Va., omnirange station; Greensboro, N.C., omnirange station; to the Raleigh, N.C., omnirange station, including a north alternate via the Greensboro omnirange 051° true and the Raleigh omnirange 309° true radials and a south alternate via the intersection of the Greensboro omnirange 122° true and the Raleigh omnirange 250° true radials."

(42) VOR civil airway No. 129 (Dixon, Ill, to Eau Claire, Wis.) is amended to read: "From the Dixon, Ill., omnirange station via the Lone Rock, Wis., omnirange station; La Crosse, Wis., omnirange station; to the Eau Claire, Wis., omnirange station."

(43) VOR civil airway No. 137 (San Bernardino, Calif., to Salinas, Calif.) is amended to read: "From the point of intersection of the Palmdale, Calif., omnirange 124° true and the Ontario, Calif., omnirange 038° true radials via the Palmdale, Calif., omnirange station; intersection of the Palmdale omnirange 292° true and the Bakersfield, omnirange 159° true radials; Bakersfield, Calif., omnirange station; Coalinga, Calif., omnirange station; to the Salinas, Calif., omnirange station."

(44) VOR civil airway No. 138 (Salinas, Calif., to Coalinga, Calif.) is revoked.

(45) VOR civil airway No. 140 (Tulsa, Okla., to New York, N.Y.) is amended by changing all between the Dyersburg, Tenn., omnirange station; and the Corbin, Ky., VAR station to read; "Dyersburg, Tenn., omnirange station; Nashville, Tenn., omnirange station, including a south alternate from the Dyersburg omnirange station to the Nashville omnirange station via the intersection of the Dyersburg omnirange 104° true and the Graham omnirange 269° true radials, and the Graham, Tenn., omnirange station; intersection of the Nashville omnirange 059° true radial and the Corbin VAR west aural course; Corbin, Ky., VAR station."

(46) VOR civil airway No. 144 (Chicago, Ill., to Washington, D.C.) is amended to read: "From the Chicago, Ill., Midway Airport terminal omnirange station via the Peotone, Ill., omnirange station; Fort Wayne, Ind., omnirange station; Findlay, Ohio, omnirange station; Mansfield, Ohio, omnirange station; Wheeling, W.Va., omnirange station; Morgantown, W.Va omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal, omnirange 112° true and the Washington terminal omnirange 245° true radials; to the Washington, D.C. terminal omnirange station."

(47) VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.) is amended to read: "From the Tampa, Fla., omnirange station via the Orlando, Fla., omnirange station, including a north alternate and also a south alternate via the Lakeland, Fla., omnirange station; to the Daytona Beach, Fla., omnirange station."

(48) VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.) is added to read: "From the Louisville, Ky., omnirange station via the Scotland, Ind., omnirange station; Terre Haute, Ind., omnirange station; Peotone, Ill., omnirange station; Joliet, Ill; omnirange station; intersection of the Joliet omnirange 316° true and the Janesville, omnirange 166° true radials; Janesville, Wis., omnirange station; to the point of intersection of the Janesville omnirange 331° true and the Lone Rock omnirange 104° true radials."

(49) VOR civil airway No. 173 (Farmington, Mo., to Chicago, Ill.) is added to read: "From the Farmington, Mo., omnirange station via the Troy, Ill., omnirange station; Springfield, Ill., omnirange station; Roberts, Ill., omnirange station; intersection of the Roberts omnirange 013° true and the Chicago Midway Airport terminal omnirange 198° true radials; to the Chicago, Ill, Midway Airport terminal omnirange station."

(50) VOR civil airway No. 174 (St. Louis, Mo., to Washington, D.C.) is amended to read: "From the St. Louis, Mo., omnirange station via the Troy, Ill., omnirange station; Scotland, Ind., omnirange station, including a north alternate from the St. Louis omnirange station to the Scotland omnirange station via the Vandalia, Ill., omnirange station and the intersection of the Vandalia omnirange 073° true and the Scotland omnirange 293° true radials; Louisville, Ky., omnirange station; York, Ky., omnirange station; Elkins, W. Va., omnirange station; Front Royal, Va., omnirange station; intersection of the Front Royal omnirange 112° true and the Washington, D.C., terminal omnirange 245° true radials; to the Washington, D.C., terminal omnirange station."

(51) VOR civil airway No. 176 (Farmington, Mo., to Scotland, Ind.) is added to read: "From the Farmington, Mo., omnirange station via the Centralia, Ill., omnirange station; intersection of the Centralia omnirange 075° true and the Scotland omnirange 250° true radials; to the Scotland, Ind., omnirange station."

(52) VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.) is added to read: "From the Farmington, Mo., omnirange station to the Paducah, Ky., omnirange station, including a south alternate."

(53) VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.) is added to read: "From the Paducah, Ky., omnirange station to the Centralia, Ill., omnirange station."

(54) VOR civil airway No. 180 (Moline, Ill., to Dixon, Ill.) is added to read: "From the Moline, Ill., omnirange station to the Dixon, Ill., omnirange station."

(55) VOR civil airway No. 181 (Sioux Falls, S. Dak. to Watertown, S. Dak.) is added to read: " From the Sioux Falls, S. Dak. omnirange station to the Watertown, S. Dak. omnirange station."

(56) VOR civil airway No. 182 (unassigned).

(57) VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.) is added to read: "From the Erie, Pa., omnirange station to the Philipsburg, Pa., Omnirange station."

CONTROL AREAS:

(1) Amber civil airway No. 2 is amended by changing the caption to read: (Long Beach, Calif. to Bettles, Alaska) and further amended to read: "All of Amber civil airway No. 2."

(2) Amber civil airway No. 13 (Washington, D.C to New York, N.Y.) is added to read: "All of Amber civil airway No. 13."

(3) Amber civil airway No. 14, (Washington, D.C. to New York, N.Y.) is added to read: "All of Amber civil airway No. 14."

(4) Amber civil airway No. 15 (Washington, D.C. to New York, N.Y.) is added to read: "All of Amber civil airway No. 15."

(5) Amber civil airway No. 19 (Washington, D.C. to New York, N.Y.) is added to read: "All of Amber civil airway No. 19."

(6) Red civil airway No. 2 is amended by changing caption to read: (Sheridan, Wyo., to Rapids City, S. Dak.).

(7) VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.) is amended to read: "All of VOR civil airway No. 9 including an east alternate and west alternates."

(8) VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich) is amended to read: "All of VOR civil airway No. 11 including east alternates and west alternates."

(9) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.) is amended to read: "All of VOR civil airway No. 12 including north and south alternates."

(10) VOR civil airway No. 25 (Santa Barbara, Calif., to Ellensburg, Wash.) is amended to read; "All of VOR civil airway No. 25."

(11) VOR civil airway No. 28 (Oakland, Calif., to Reno, Nev.) is amended to read: "All of VOR civil airway No. 28."

(12) VOR civil airway No. 35 (Tallahassee, Fla., to Syracuse, N.Y.) is amended to read: "All of VOR civil airway No. 35."

(13) VOR civil airway No. 38 (Chicago, Ill., to Richmond, Va.) is amended to read: "All of VOR civil airway No. 30, including a south alternate."

(14) VOR civil airway No. 40 (Cleveland, Ohio, to Pittsburgh, Pa.) is amended to read: "All of VOR civil airway No. 40."

(15) VOR civil airway No. 48 (Burlington, Iowa to Pontiac, Ill.) is amended to read: "All of VOR civil airway No. 48."

(16) VOR civil airway No. 53 (Charleston, S.C. to Milwaukee, Wis.) is amended to read: "All of VOR civil airway No. 53 including an east alternate and west alternates."

(17) VOR civil airway No. 59 (Evansville, Ind., to Moline, Ill.) is amended to read: "All of VOR civil airway No. 59 including an east alternate."

(18) VOR civil airway No. 69 (Walnut Ridge, Ark., to Chicago, Ill.) is amended to read: "All of VOR civil airway No. 69."

(19) VOR civil airway No. 70 (Corpus Christi, Tex., to Baton Rouge, La.) is amended to read: "All of VOR civil airway No. 70."

(20) VOR civil airway No. 72 (Vichy, Mo., to Albany, N.Y.) is amended to read: "All of VOR civil airway No. 72."

(21) VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.) is amended to read: "All of VOR civil airway No. 84."

(22) VOR civil airway No. 88 (Vichy, Mo., to Mansfield, Ohio) is amended to read: "All of VOR civil airway No. 88."

(23) VOR civil airway No. 90 (Lansing, Mich., to Milford, Mich.) is revoked.

(24) VOR civil airway No. 92 (Chicago, Ill., to Pittsburgh, Pa.,) is amended to read: "All of VOR civil airway No. 92."

(25) VOR civil airway No. 99 (Lafayette, La., to Baton Route, La.) is revoked.

(26) VOR civil airway No. 103 (Pendleton, Oreg. to Spokane, Wash.) is revoked.

(27) VOR civil airway No. 107 (Fillmore, Calif., to Red Bluff, Calif.) is amended to read; "All of VOR civil airway No. 107."

(28) VOR civil airway No. 112 (Portland, Oreg. to Spokane, Wash.) is amended to read; "All of VOR civil airway No. 112."

(29) VOR civil airway No. 126 (Bradford, Ill., to Chicago Heights, Ill.) Is revoked.

(30) VOR civil airway No. 126 (Chicago, Ill., to New York, N.Y) is added to read: "All of VOR civil airway No. 126."

(31) VOR civil airway No. 128 (Chicago, Ill., to Raleigh, N.C.) is amended to read: "All of VOR civil airway No. 128 including a north and south alternate."

(32) VOR civil airway No. 129 (Dixon, Ill., to Eau Claire, Wis.) is amended to read: "All ofVOR civil airway No. 129."

(33) VOR civil airway No. 137 (San Bernardino, Calif., to Salinas, Calif.) is amended to read: "All of VOR civil airway No. 137."

(34) VOR civil airway No. 138 (Salinas, Calif., to Coalinga, Calif.) is revoked.

(35) VOR civil airway No. 140 (Tulsa, Okla., to New York, N.Y.) is amended to read: "All of VOR civil airway No. 140 including a south alternate."

(36) VOR civil airway No. 144 (Chicago, Ill., to Washington, D.C.) is amended to read: "All of VOR civil airway No. 144."

(37) VOR civil airway No. 152 (Tampa, Fla., to Daytona Beach, Fla.) is amended to read: "All of VOR civil airway No. 152 including a north and a south alternate."

(38) VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.) is added to read: "All of VOR civil airway No. 171."

(39) VOR civil airway No. 173 (Farmington, Mo., to Chicago, Ill.) is added to read: "All of VOR civil airway No. 173."

(40) VOR civil airway No. 174 (St. Louis, Mo., to Washington, D.C.) is amended to read: "All of VOR civil airway No. 174 including a north alternate, but excluding the airspace between the main airway and the north alternate from the St.Louis, Mo., omnirange station to the Scotland, Ind., omnirange station."

(41) VOR civil airway No. 176 (Farmington, Mo., to Scotland, Ind) is added to read: "All of VOR civil airway No. 176."

(42) VOR civil airway No. 178 (Farmington, Mo., to Paducah, Ky.) is added to read: "All of VOR civil airway No. 178 including a south alternate."

(43) VOR civil airway No. 179 (Paducah, Ky., to Centralia, Ill.) is added to read: "All of VOR civil airway No. 179."

(44) VOR civil airway No. 180 (Moline, Ill., to Dixon, Ill.) is added to read: "All of VOR civil airway No. 180."

(45) VOR civil airway No. 181 (Sioux Falls, S. Dak., to Watertown, S.Dak.) is added to read: " All of VOR civil airway No. 181."

(46) VOR civil airway No. 182 (unassigned).

(47) VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.) is added to read: "All of VOR civil airway No. 184."

CONTROL AREA EXTENSIONS: (1) (Nashville, Tenn.) is amended to read: "That airspace with a 50 statute mile radius of the Nashville, Tenn., radio range station bounded on the northwest by a direct line extending from the Graham, Tenn., omnirange station to the Bowling Green, Ky., omnirange station."

(2) (Memphis, Tenn.) is amended to read: "That airspace within a 50 statute mile radius of the Memphis, Tenn., radio range station lying in the southeast, southwest and northwest quadrants of the radio range, the airspace within a 25 statute mile radius of the Memphis radio range station lying in the northeast quadrant of the radio range and the airspace within a 10 statute mile radius of the Memphis Naval Air Station "

(3) (Bettle, Alaska) is amended by adding the following to present control area extension: "and within 5 statute miles either side of the north course of the radio range extending from the radio range station to a point 25 statute miles north."

(4) Tacoma, Wash.) is amended to read: "That airspace within a 40 nautical mile radius of the McChord Air Force Base and within 5 statute miles either side of the east course of the Toledo, Wash., radio range extending from the Toledo radio range station to a point 20 statute miles east, excluding the portions which overlap Hood Canal Caution Area (C-243) and the Fort Lewis Restricted Area (R-244), excluding the portion which conflicts with Olympic Peninsula Restricted Area (R-241) and excluding the portion which overlaps VOR civil airway No. 27."

CONTROL ZONE: (1) (Grandview, Mo.) is amended to read: "Within a 5 statute mile radius of Grandview Air Force Base excluding the portion lying north of latitude 38° 52'30", and west of longitude 94°35'50", and including the airspace within 2 statute miles either side of a line bearing 188° true extending from theAir Force Base to a point 10 statute miles south of the Cleveland, Mo., non directional radio beacon."

REPORTING POINTS: (1) (Louisville, Ky. to Huntington, W.Va.) is amended to read: "Lexington, Ky., non directional radio beacon."

DOMESTIC REPORTING POINTS: (1) VOR domestic reporting points is amended by adding the following: Palestine Intersection - the intersection of the Pittsburgh, Pa., omnirange 326° true and the Wheeling, W.Va., omnirange 003° true radials. Losoya Intersection the intersection of the San Antonio, Texas, omnirange 167° true and the Cotulla, Texas omnirange 040° true radials. Power Point Intersection - the intersection of the Pittsburgh, Pa., omnirange 311° true and the Youngstown, Ohio omnirange 186° true radials, and the Wilmington, N.C., omnirange station; and by revoking the following: Gooding, Idaho omnirange; and by changing the following reporting points to read: Malden, Mo., omnirange station Hope Intersection - the intersection of the Rochester, Minn., omnirange 275° true and the Minneapolis, Minn., omnirange 179° true radials."

✓ MINIMUM EN ROUTE IFR ALTITUDES: Effective January 18, 1955, minimum en route IFR altitudes are amended as follows:

From	To	Min Alt
(1) Green Civil Airway No. 10, is added to read:		
U.S. Canadian Boundary	Bellingham, Wash. (LFR)	1,500
Bellingham, Wash. (LFR)	Everett, Wash. (LFR)	4,000
Everett, Wash. (LFR)	*Seattle, Wash. (LFR)	2,500
*Seattle, Wash. (LFR)	Ellensburg, Wash. (LFR)	8,000
*4,000' - Minimum crossing altitude at Seattle (LFR), E-bound		
Ellensburg, Wash. (LFR)	Int. NW crs. Yakima, Wash. (LFR) & S crs. Ellensburg, Wash.(LFR)	5,500
Int. NW crs. Yakima, Wash. (LFR) & S crs. Ellensburg, Wash. (LFR)	Yakima, Wash. (LFR)	4,500
Yakima, Wash., (LFR)	*Pendleton, Oreg. (LFR)	5,000
*Pendleton, Oreg. (LFR)	Baker, Oreg. (LFR)	10,000
*4,500' - Minimum crossing altitude at Pendleton (LFR), SE-bound		
Baker, Oreg. (LFR)	Boise, Idaho (LFR)	9,000
Payette, Idaho (FM)	Boise, Idaho (LFR) (SE-bound only)	5,500
Boise, Idaho (LFR)	*King Hill (Int), Idaho	9,000
*9,000' - Minimum crossing altitude at King Hill (Int), NW-bound		
King Hill (Int), Idaho	Burley, Idaho (LFR)	7,000
Mountain Home, Idaho (FM)	Boise, Idaho (LFR) (NW-bound only)	7,600
*Burley, Idaho (LFR)	Malad City, Idaho (LFR)	11,000
*7,500' - Minimum crossing altitude at Burley (LFR), , E-bound		
Malad City, Idaho (LFR)	Kemmerer (Int.), Wyo.	12,000
Kemmerer (Int), Wyo.	Rock Springs, Wyo. (LFR)	10,000
Rock Springs, Wyo. (LFR)	*Sinclair, Wyo. (LFR)	10,000
*Sinclair, Wyo. (LFR)	Medicine Bow (Int), Wyo.	11,000
*11,000' - Minimum crossing altitude at Sinclair (LFR) - E-bound		
Medicine Bow (Int), Wyo.	Two Rivers (Int), Wyo.	11,000
Two Rivers (Int), Wyo.	*Laramie, Wyo. (LFR)	10,500
*Laramie, Wyo. (LFR)	**Dacono (Int), Colo.	11,500
*10,500' - Minimum crossing altitude at Laramie (LFR) - SE-bound		
**10,500' - Minimum crossing altitude at Dacono (Int), NW-bound		
Dacono (Int), Colo.	Denver, Colo. (LFR)	7,500
(2) Amber Civil Airway No. 1, is amended to delete:		
Seattle, Wash. (LFR)	Everett, Wash. (LFR)	2,500
Everett, Wash. (LFR)	Bellingham, Wash. (LFR)	4,000
Bellingham, Wash. (LFR)	U.S. Canadian Boundary	1,500
(3) Amber Civil Airway No. 1, is amended by adding:		
Seattle, Wash. (LFR)	*Port Gamble (Int.), Wash.	2,000
*Port Gamble (Int), Wash.	**Dungeness (Int), Wash.	5,000
*3,000' - Minimum crossing altitude at Port Gamble (Int), N-bound		
**4,000' - Minimum crossing altitude at Dungeness (Int), S-bound		
Dungeness (Int), Wash.	Patricia Bay, B.C. (LFR)	* 2,500
*For that airspace over U.S. territory		
(4) Amber Civil Airway No. 8, is amended by adding:		
The Dalles, Oreg. (LFR)	Yakima, Wash. (LFR)	8,000
Yakima, Wash. (LFR)	Int. NW crs Yakima, Wash.(LFR) & S crs. Ellensburg, Wash. (LFR)	4,500
Int. NW crs Yakima, Wash (LFR) & S crs Ellensburg, Wash. (LFR)	Ellensburg, Wash. (LFR)	5,500
(5) Red Civil Airway No. 1, is amended to delete:		
*Portland, Oreg. (LFR)	The Dalles, Oreg. (LFR)	7,000
*4,000' - Minimum crossing altitude at Portland (LFR), E-bound		
The Dalles, Oreg. (LFR)	Pendleton, Oreg. (LFR)	4,000
La Grande, Oreg. (FM)	Pendleton, Oreg. (LFR) (NW-bound only)	7,000
*Pendleton, Oreg. (LFR)	Baker, Oreg. (LFR)	10,000
*4,500' - Minimum crossing altitude at Pendleton (LFR) - SE-bound		
Baker, Oreg. (LFR)	Boise, Idaho (LFR)	9,000
Payette, Idaho (FM)	Boise, Idaho (LFR) (SE-bound only)	5,500
Mountain Home, Idaho (FM)	Boise, Idaho (LFR) (NW-bound only)	7,600
Boise, Idaho (LFR)	*King Hill (Int), Idaho	9,000
*9,000' - Minimum crossing altitude at King Hill (Int), NW-bound		
King Hill (Int), Idaho	*Burley, Idaho (LFR)	7,000

(1-11-55) ✓

From	To	Min Alt.
*Burley, Idaho (LFR)	Malad City, Idaho (LFR)	11,000
*7,500' - Minimum crossing altitude at Burley (LFR) - E-bound		
Malad City, Idaho (LFR)	Kemmerer (Int), Wyo..	12,000
Kemmerer (Int), Wyo.	Rock Springs, Wyo. (LFR)	10,000
Two Rivers (Int), Wyo.	*Laramie, Wyo. (LFR)	10,500
*Laramie, Wyo. (LFR)	**Dacono (Int), Colo.	11,500
*10,500' - Minimum crossing altitude at Laramie (LFR), SE-bound		
**10,500' - Minimum crossing altitude at Dacono (Int), NW-bound		
(6) Red Civil Airway No. 5, is amended to read:		
Sioux Falls, S. D. (LFR)	Minneapolis, Minn. (LFR)	3,000
Jordan, Minn. (FM)	Minneapolis, Minn. (LFR) (E-bound only)	2,500
(7) Red Civil Airway No. 6, is amended by adding:		
North Platte, Nebr. (LFR)	Grand Island, Nebr. (LFR)	4,100
(8) Red Civil Airway No. 53, is added to read:		
*Portland, Oreg. (LFR)	The Dalles, Oreg. (LFR)	7,000
*4,000' - Minimum crossing altitude at Portland, (LFR) - E-bound		
The Dalles, Oreg. (LFR)	Pendleton, Oreg. (LFR)	4,000
Pendleton, Oreg. (LFR)	Walla Walla, Wash. (LFR)	5,000
Walla Walla, Wash. (LFR)	Spokane, Wash. (LFR)	5,500
(9) Red Civil Airway No. 58, is added to read:		
Augusta, Me. (LFR)	Bangor, Me. (LFR)	2,300
Old Town (Int), Me.	U. S. Canadian Boundary	2,500
(10) Red Civil Airway No. 80, is amended by adding:		
Avon (Int), Mont.	Craig (Int), Mont.	9,500
Craig (Int), Mont.	*Great Falls, Mont. (LFR)	8,500
*6,600' - Minimum crossing altitude at Great Falls, (LFR), SW-bound		
*Great Falls, Mont. (LFR)	Lewistown, Mont. (LFR)	9,000
*6,800' - Minimum crossing altitude at Great Falls (LFR), E-bound		
Lewistown, Mont. (LFR)	Forest Grove (Int), Mont.	8,000
(11) Red Civil Airway No. 101, is amended by adding:		
Tampa, Fla. (LFR)	Ona (Int), Fla.	1,200
(12) Red Civil Airway No. 109, is added to read:		
*Portland, Oreg. (LFR)	The Dalles, Oreg. (LFR)	7,000
*4,000' - Minimum crossing altitude at Portland (LFR), E-bound		
The Dalles, Oreg. (LFR)	Yakima, Wash. (LFR)	8,000
Yakima, Wash. (LFR)	Int. NW crs Yakima, Wash. (LFR) & S crs. Ellensburg, Wash. (LFR)	4,500
Int. NW crs Yakima, Wash. (LFR) & S crs Ellensburg, Wash. (LFR)	Ellensburg, Wash. (LFR)	5,500
Ellensburg, Wash. (LFR)	Ephrata, Wash. (LFR)	7,000
Trinidad (Int), Wash.	Ephrata, Wash. (LFR) (E-bound only)	4,000
Ephrata, Wash. (LFR)	Spokane, Wash. (LFR)	5,000
Harrington, Wash. (FM)	Ephrata, Wash. (LFR) (W-bound only)	4,000
(13) Blue Civil Airway No.1, is amended to delete:		
Pendleton, Oreg. (LFR)	Walla Walla, Wash. (LFR)	5,000
Walla Walla, Wash. (LFR)	Spokane, Wash. (LFR)	5,500
(14) Blue Civil Airway No. 12, is amended to delete:		
The Dalles, Oreg. (LFR)	Yakima, Wash. (LFR)	8,000
Yakima, Wash. (LFR)	Int. NW crs. Yakima, Wash. (LFR) & S crs Ellensburg, Wash. (LFR)	4,500
Int. NW crs Yakima, Wash. (LFR) & S crs. Ellensburg, Wash. (LFR)	Ellensburg, Wash. (LFR)	5,500
(15) Blue Civil Airway No. 16, is amended to delete:		
Avon (Int), Mont.	Craig (Int), Mont.	9,500
(16) Blue Civil Airway No. 32, is amended to delete:		
Pendleton, Oreg. (LFR)	Yakima, Wash. (LFR)	5,000
Seattle, Wash. (LFR)	Port Gamble (Int), Wash.	2,000
*Port Gamble (Int), Wash.	**Dungeness (Int), Wash.	5,000
*3,000' - Minimum crossing altitude at Port Gamble (Int), N-bound		
**4,000' - Minimum crossing altitude at Dungeness (Int), S-bound		
Dungeness (Int), Wash.	Patricia Bay, B.C. (LFR)	2,500
(17) Blue Civil Airway No. 50, is amended to delete:		
Augusta, Me. (LFR)	Bangor, Me. (LFR)	2,300
Old Town (Int), Me.	U.S. Canadian Boundary	2,500
(18) VOR Civil Airway No. 2, is amended to read in part:		
Rochester, N.Y. (VOR)	*Fairville (Int), N.Y.	2,000

From	To	Min Alt
*Fairville (Int), N.Y.	Syracuse, N.Y. (VOR)	2,000
*3,000' - Minimum reception altitude		
(19) VOR Civil Airway No. 4, is amended to read in part:		
Columbia, Mo. (VOR)	*New Florence (Int), Mo.	2,100
*3,000' - Minimum reception altitude		
New Florence, (Int), Mo.	*Monroe (Int), Mo.	2,100
*3,000' - Minimum reception altitude		
Monroe (Int), Mo.	St. Louis, Mo. (VOR)	2,100
(20) VOR Civil Airway No. 6, is amended to read in part:		
Youngstown, Ohio (VOR)	*Mercer (Int), Pa.	2,600
*4,000' - Minimum reception altitude		
Mercer (Int), Pa.	*Brookville (Int), Pa.	4,000
*4,000' - Minimum reception altitude		
Brookville (Int), Pa.	Philipsburg, Pa. (VOR)	4,000
(21) VOR Civil Airway No. 8, is amended to read in part:		
Mansfield, Ohio (VOR)	*Fredricksburg (Int), Ohio	2,500
*4,000' - Minimum reception altitude		
Fredricksburg (Int), Ohio	Bergholz (Int), Ohio	2,500
Bergholz (Int), Ohio	Pittsburgh, Pa., (VOR)	2,700
(22) VOR Civil Airway No. 12, is amended to read in part:		
Columbia, Mo. (VOR)	*New Florence (Int), Mo.	2,100
*3,000' - Minimum reception altitude		
New Florence (Int), Mo.	*Monroe (Int), Mo.	2,100
*3,000' - Minimum reception altitude		
Monroe (Int), Mo.	St. Louis, Mo. (VOR)	2,100
Pittsburgh, Pa. (VOR)	*Latrobe (Int), Pa.	3,000
*4,000' - Minimum crossing altitude at Latrobe (Int), E-bound		
Latrobe (Int), Pa.	Johnstown, Pa. (VOR)	4,500
Johnstown, Pa. (VOR)	Altoona, (Int), Pa.	4,500
Altoona (Int), Pa.	Harrisburg, Pa. (VOR)	4,000
(23) VOR Civil Airway No. 12, is amended by adding:		
Pittsburgh, Pa. (VOR)	*New Alexandria (Int), Pa.	
Via N alter.	Via N alter.	3,000
*4,000' - Minimum crossing altitude at New Alexandria (Int), SE-bound		
New Alexandria (Int), Pa.	Johnstown, Pa. (VOR)	
Via N alter.	Via N alter.	4,500
(24) VOR Civil Airway No. 14, is amended to read in part:		
Rochester, N.Y. (VOR)	*Fairville (Int), N.Y.	2,000
*Fairville (Int), N.Y.	Syracuse, N.Y. (VOR)	2,000
(25) VOR Civil Airway No. 30, is amended to read in part:		
Youngstown, Ohio (VOR)	*Mercer (Int), Pa.	2,600
*4000' - Minimum reception altitude		
Mercer (Int), Pa.	*Brookville (Int), Pa.	4,000
*4,000' - Minimum reception altitude		
Brookville (Int), Pa.	Philipsburg, Pa. (VOR)	4,000
(26) VOR Civil Airway No. 31, is amended to read in part:		
Selinsgrove , Pa. (VOR)	*Grover (Int), Pa.	4,000
*Grover (Int), Pa.	Elmira, N.Y. (VOR)	4,000
*5,000' - Minimum reception altitude		
(27) VOR Civil Airway No. 33, is amended to read in part:		
Bradford, Pa. (VOR)	*Olean (Int), Pa.	4,500
*Olean (Int), Pa.	Buffalo, N.Y. (VOR)	4,500
*6,000' - Minimum reception altitude		
(28) VOR Civil Airway No. 34, is amended to read in part:		
Binghamton, N.Y. (VOR)	Hancock Int. Pa.	4,000
Hancock (Int), Pa.	Newburgh (Int), N.Y.	4,500
Newburgh (Int), N.Y.	Wilton, Conn. (VOR)	3,000
(29) VOR Civil Airway No. 36, is amended to read in part:		
Wilkes-Barre Scranton, Pa. (VOR)	*Branchville (Int), N.J.	3,500
*4,500' - Minimum reception altitude		
Branchville (Int), N.J.	Paterson (Int), N.J.	3,000
(30) VOR Civil Airway No. 39, is amended to read in part:		
Allentown, Pa. (VOR)	Stroudsburg (Int), Pa.	3,000
Stroudsburg (Int), Pa.	*Stillwater (Int), N.J.	**4,000
*6,000' - Minimum reception altitude		
**3,000' - Minimum terrain clearance altitude		
Stillwater (Int), N.J.	*Branchville (Int), N.J.	**4,000
*4,000' - Minimum reception altitude		
**3,000' - Minimum terrain clearance altitude		

(1-11-55)

From	To	Min.Alt.
Branchville (Int), N.J.	Newburgh (Int), N.Y.	* 4,000
*3000' - Minimum terrain clearance altitude		
Newburgh (Int), N.Y.	Poughkeepsie, N.Y. (VOR)	3,000
(31) VOR Civil Airway No. 43, is amended to read in part:		
Columbus, Ohio (VOR)	Tiverton (Int), Ohio	2,500
Tiverton (Int), Ohio	*Fredricksburg (Int), Ohio	**4,000
*4,000' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
Fredricksburg (Int), Ohio	Marchand (Int), Ohio	*4,000
*2,500' - Minimum terrain clearance altitude		
Marchand (Int), Ohio	Youngstown, Ohio (VOR)	2,500
(32) VOR Civil Airway No. 72, is amended to read in part:		
Youngstown, Ohio (VOR)	*Hadley (Int), Pa.	2,500
*4,000' - Minimum reception altitude		
Hadley (Int), Pa.	*Hickory (Int), Pa.	4,000
*5,000' - Minimum reception altitude		
Hickory (Int), Pa.	Bradford, Pa. (VOR)	4,000
Binghamton, N.Y. (VOR)	*Sidney (Int). N.Y.	3,500
*3,500' - Minimum crossing altitude at Sidney (Int), E-bound		
Sidney (Int), N.Y.	Albany, N.Y. (VOR)	4,500
(33) VOR Civil Airway No. 116, is amended to read in part:		
Bradford, Pa. (VOR)	Stonyfork (Int), Pa.	4,500
Stonyfork (Int), Pa.	*Grover (Int), Pa.	**5,000
*5,000' - Minimum reception altitude		
**4,500' - Minimum terrain clearance altitude		
Grover (Int), Pa.	Colley (Int), Pa.	*5,000
*4,500' - Minimum terrain clearance altitude		
Colley (Int), Pa.	Wilkes-Barre Scranton, Pa. (VOR)	4,500
Wilkes-Barre Scranton, Pa. (VOR)	*Branchville (Int), N.J.	3,500
*4,500' - Minimum reception altitude		
Branchville (Int), N.J.	Paterson (Int), N.J.	3,000
(34) VOR Civil Airway No. 164, is amended to read in part:		
*Grover (Int), Pa.	Wilkes-Barre Scranton, Pa. (LFR)	4,000
*5,000' - Minimum reception altitude		

MINIMUM EN ROUTE IFR ALTITUDES: Effective February 1, 1955, minimum en route IFR altitudes are amended as follows:

From	To	Min.Alt.
(1) Green Civil Airway No. 3, is amended to read in part:		
Cleveland, Ohio (LFR)	Parkman (Int), Ohio	3,000
Brecksville, Ohio (FM)	Parkman (Int), Ohio (E-bound only)	2,500
Parkman (Int), Ohio	Youngstown, Ohio (LFR)	2,500
(2) Amber Civil Airway No. 4, is amended to read in part:		
Austin, Tex. (LFR)	Belton (Int), Tex.	2,000
Belton (Int), Tex.	Waco, Tex. (LFR)	2,100
(3) Amber Civil Airway No. 7, is amended to read in part:		
Savannah, Ga. (LFR)	Charleston, S.C. (LFR)	1,500
(4) Red Civil Airway No. 20, is amended to read in part:		
Cleveland, Ohio (LFR)	Akron, Ohio (LFR)	3,000
North Royalton, Ohio (FM)	Akron, Ohio (LFR) (SE-bound only)	2,600
(5) VOR Civil Airway No. 3, is amended to read in part:		
Miami, Fla. (VOR)	Golden Beach (Int), Fla.	1,400
Golden Beach (Int), Fla.	West Palm Beach, Fla. (VOR)	1,500
Miami, Fla. (VOR)	New River (Int), Fla. (Via W alter.)	1,300
New River (Int), Fla.	Belle Glade (Int), Fla. (Via W alter.)	2,000
Belle Glade (Int), Fla. (Via W alter.)	Vero Beach, Fla. (VOR) (Via W alter.)	*2,000
*1,400' - Minimum terrain clearance altitude		
(6) VOR Civil Airway No. 6, is amended to read in part:		
Cleveland, Ohio (VOR)	Chagrin Falls (Int), Ohio	3,000
Brecksville, Ohio (FM)	Chagrin Falls (Int), Ohio (E-bound only)	2,500
Chagrin Falls (Int), Ohio	Youngstown, Ohio (VOR)	2,500
(7) VOR Civil Airway No. 7, is amended to read in part:		
Nashville, Tenn. (VOR)	Lewisburg (Int), Ky.	*3,000
Lewisburg, (Int), Ky.	Evansville, Ky. (VOR)	*3,000
*2,500' - Minimum terrain clearance altitude		
(8) VOR Civil Airway No. 12, is amended by adding:		
*Santa Barbara, Calif. (VOR)	**Fillmore, Calif. (VOR)	8,000
*7,000' - Minimum crossing altitude at Santa Barbara (VOR), E-bound		
**6,500' - Minimum crossing altitude at Fillmore (VOR), W-bound		
Henderson (Int), Calif.	Fillmore, Calif. (VOR) (E-bound only)	7,000
Fillmore, Calif. (VOR)	*Palmdale, Calif. (VOR)	9,000
*9,000' - Minimum crossing altitude at Palmdale (VOR), SW-bound		
(9) VOR Civil Airway No. 13, is amended to read in part:		
Lufkin, Tex. (VOR)	Shreveport, La. (VOR)	*2,400
*1,700' - Minimum terrain clearance altitude		
(10) VOR Civil Airway No. 15, is amended to read in part:		
Waco, Tex. (VOR) (Via E alter.)	*Ennis (Int), Tex. (Via E alter.)	**2,400
*2,400' - Minimum reception altitude		
**1,800' - Minimum terrain clearance altitude		
*Ennis (Int), Tex. (Via E alter.)	Dallas, Tex. (VOR) (Via E alter.)	2,000
*2,400' - Minimum reception altitude		
(11) VOR Civil Airway No. 17, is amended to read in part:		
Waco, Tex. (VOR)	Riovista (Int), Tex.	2,000
Riovista (Int), Tex.	Fort Worth, Texas (VOR)	2,100
(12) VOR Civil Airway No. 19, is amended by adding:		
Lavina, Mont. (FM)	Billings, Mont (VOR) (S-bound only)	6,000
(13) VOR Civil Airway No. 20, is amended to read in part:		
Montgomery, Ala. (VOR)	*Kent (Int), Ala.	1,900
*Kent (Int), Ala.	LaGrange (Int), Ga.	1,900
*2,200' - Minimum reception altitude		
LaGrange (Int), Ga.	Atlanta, Ga. (VOR)	2,000
(14) VOR Civil Airway No. 21, is amended to read in part:		
Helena, Mont. (VOR)	Wolf Creek (Int), Mont.	9,500
Wolf Creek, (Int), Mont.	*Great Falls, Mont. (VOR)	8,500
*6,600' - Minimum crossing altitude at Great Falls (VOR), SW-bound		
(15) VOR Civil Airway No. 23, is amended to read in part:		
Fort Jones, Calif. (VOR)	Medford, Ore. (VOR)	10,000
Talent (Int), Oreg.	Medford, Ore. (VOR) (N-bound only)	8,000
(16) VOR Civil Airway No. 28, is amended by adding:		
*Modesto, Calif. (VOR)	**West Point (Int), Calif.	8,000
*4,000' - Minimum crossing altitude at Modesto, (VOR), NE-bound		
**10,000' - Minimum crossing altitude at West Point (Int), NE-bound		
West Point (Int), Calif.	*Reno, Nev. (VOR)	13,000
*10,500' - Minimum crossing altitude at Reno (VOR), SW-bound		
(17) VOR Civil Airway No. 36, is amended to read in part:		
Wilkes-Barre Scranton, Pa. (VOR)	*Branchville (Int), N.J.	3,500
*Branchville (Int), N.J.	Paterson (Int), N.J.	3,000
*4,000' - Minimum reception altitude		
(18) VOR Civil Airway No. 68, is amended by adding:		
Albuquerque, N. Mex. (VOR) (Via S alter.)	Int. 156° mag Albuquerque, N. Mex. (VOR) & 259° mag. Corona, N. Mex. (VOR) (Via S alter.)	10,000
Int. 156° mag Albuquerque, N. Mex. (VOR) & 259° mag. Corona, N. Mex. (VOR) (Via S alter.)	Corona, N. Mex. (VOR) (Via S alter.)	9,500
(19) VOR Civil Airway No. 107, is amended to read in part:		
*Fillmore, Calif (VOR)	Coalinga, Calif. (VOR)	11,000
*9,000' - Minimum crossing altitude at Fillmore (VOR), N-bound		
*Maricopa (Int), Calif.	Coalinga, Calif. (VOR) (N-bound only)	6,000
*9,500' - Minimum crossing altitude at Maricopa (Int), S-bound		
Pinos (Int), Calif.	Fillmore, Calif. (VOR) (S-bound only)	9,500

From	To	Min.Alt.
Hines (Int), Calif.	Fillmore, Calif. (VOR) (S-bound only)	7,000

(20) VOR Civil Airway No. 107, is amended by adding:

Oakland, Calif. (VOR)	Ukiah, Calif. (VOR)	6,000
Ukiah, Calif. (VOR)	Red Bluff, Calif. (VOR)	9,000

(21) VOR Civil Airway No. 116, is amended to read in part:

Wilkes-Barre Scranton, Pa. (VOR)	*Branchville (Int), N.J.	3,500
*Branchville (Int), N.J.	Paterson (Int), N.J.	3,000

*4,000' - Minimum reception altitude

(22) VOR Civil Airway No. 137, is amended by adding:

Bakersfield, Calif. (VOR)	*Coalinga, Calif. (VOR)	3,000
*Coalinga, Calif. (VOR)	Salinas, Calif. (VOR)	**8,500

*5,000' - Minimum crossing altitude at Coalinga (VOR), NW-bound
**7,500' - Minimum terrain clearance altitude

(23) VOR Civil Airway No. 138, is amended to delete:

Salinas, Calif. (VOR)	*Coalinga, Calif. (VOR)	**8,500

*5,000' - Minimum crossing altitude at Coalinga (VOR), NW-bound
**7,500' - Minimum terrain clearance altitude

(24) VOR Civil Airway No 183, is added to read:

Santa Barbara, Calif. (VOR)	Bakersfield, Calif. (VOR)	9,000
Sunset (Int), Calif.	Bakersfield, Calif (VOR) (E-bound only)	3,000

AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Charlotte	Huntington	Dayton Local	RC 2216
Cincinnati	Kansas City	WAC 308	
Cleveland	Chicago Local	Kansas City Local	

A new edition (or new chart) for the charts listed below is now available for issue Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Albany	12-28-54	Green Bay	12-28-54
Boston	12-27-54	Detroit Local	12-27-54

Instrument Flight Charts

released since December 20, 1954

AL	40 RNG	Ryan Arpt.	AL	420 RNG	Texarkana Mun. Apt.
AL	45 RNG	Bellingham Apt.	AL	447 RNG	Westover AFB
AL	114 RNG-1	Stapleton Airfld.	AL	466 RNG	Youngstown Apt.
AL	122 RNG	Dothan Apt.	AL	510 RNG	Vichy (CAA Site 60)
AL	147 RNG	Pope AFB	AL	639 RNG	NAAS Chincoteague
AL	161 RNG-1	Fresno-Chandler	AL	754 RNG	Honolulu Int'l Apt.
AL	161 RNG-2	Fresno-Chandler	AL	941 RNG	Darby Apt.
AL	180 RNG	Greenville Apt	AL	950 RNG	NAS Johnsville
AL	182 RNG	Greenwood Mun.	AL	45 VOR	Bellingham Apt.
AL	185 RNG	Langley AFB	AL	68 VOR	Burley Apt.
AL	200 RNG	Hutchinson Apt.	AL	162 VOR	Fresno Air Term.
AL	251 RNG	Medford Apt.	AL	182 VOR	Greenwood Mun. Apt.
AL	274 RNG	Maxwell AFB	AL	220 VOR	Purdue Univ. Apt.
AL	334 RNG	Pueblo Mem. Apt.	AL	226 VOR	Laredo AFB
AL	355 RNG	Roswell Apt.	AL	272 VOR	Dannelly Field
AL	365 RNG	Salt Lake Mun.#1	AL	334 VOR	Pueblo Mem. Apt.
AL	375 RNG	S.F.Int'l-CGAS	AL	355 VOR	Roswell Apt.
AL	399 RNG	St. Joseph Co. Apt.	AL	399 VOR	St. Joseph Co. Apt.
AL	466 VOR	Youngstown Apt.	AL	894 ADF	Otis AFB
AL	604 VOR	Springfield Apt.	AL	106 ILS	Love Field
AL	605 VOR	Bowling Green-Warren	AL	162 ILS	Fresno Air Term.
AL	860 VOR	Mansfield Apt.	AL	180 ILS	Greenville Apt.
AL	870 VOR	Angelina Co. Apt.	AL	251 ILS	Medford Apt.
AL	106 ADF	Love Field	AL	264 ILS-1	Minn.St. Paul Int'l
AL	162 ADF	Fresno Air Term.	AL	305 ILS	Orlando Apt.
AL	197 ADF	Ellington AFB	AL	375 ILS	S.F. Intn'l Apt.
AL	264 ADF	Minn. St. Paul Intn'l	AL	416 ILS-1	Tampa Intn'l Apt.
AL	305 ADF	Orlando Apt.	AL	466 ILS-1	Youngstown Apt.
AL	375 ADF	S.F. Int'l Apt.	OP	609	Moisant Intn'l Apt.
AL	653 ADF	C.G.A.S. Port Ang.	AL	198 VOR	Houston Intn'l Apt.

RF/VOR 1, 7
RF-103, 109, 110, 113, 114
RF-Terminal Area-Kansas City, Washington
RF-VOR Terminal Area - Pittsburgh, Washington
RF Location Index, U.S. Check List
RF Alaska Check List, Alaska Location Index, Alaska Index
RF Revision Notice and RF 8 Revision Notice

NEW CHARTS

AL	114 RNG-2	Denver, Colorado	Stapleton Airfield
AL	135 VOR	Enid, Oklahoma	Vance AFB
AL	180 ADF	Greenville, S.C.	Greenville, Airport
AL	572 ADF	Greenville, Miss.	Greenville AFB
AL	622 ADF	Tyler, Texas	Pounds Field
OP	215	Kingman, Arizona	Kingman Airport
OP	872	Uvalde, Texas	Garner Field
OP	989	San Luis Obispo, Calif.	San Luis Obispo County Airport
OP	994	Waycross, Georgia	Waycross-Ware County Airport

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

[redacted]: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158° T) at lat 33-29-06, long. 85-48-32. (7-21)

BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)

BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)

DOTHAN-RADIO: About Feb 8, LF rng freq 233 kc will be changed to 368 kc. (1-5)

**EUTAW ARPT: Does not have bndry lgts. (1-6)

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips. Effect. 0600 Jan 1, Rnwy lgts avail. by circling fld or req Evergreen INSACS. (12-11) (1-11-55)

GUNTERSVILLE ARPT: Closed. (12-20)

ALABAMA: HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation.(10-7)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

**MOBILE-BATES ARPT: 573' (743' MSL) lgtd TV twr erected 18 n mi E (95°T) at lat. 30-39-33; long. 87-53-33.(12-29)

MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'.(5-20)

MONTGOMERY-DANNELLY FLD-TOWER: About Jan 10, ILS will be cmsnd.(12-22)

** FLD: 823' (1483'MSL) lgtd twr erected 17.4 n mi S (170°T) at lat. 32-01-15; long. 86-20-56.(9-16) Taxiway fron Rnwy 15 to E/W taxi strip perm clsd. Dips in E/W Rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end Rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar.

TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn.(12-7)

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'.(7-15)

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

TUCSON-RADIO: DME and VOR coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°.(7-9) June 14, LF range shut down for indefinite period - relctn.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed.

**TUCSON-RYAN ARPT: Five 135' lgtd LF rng twrs erected .3 n mi E. (1-4)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.

ARKANSAS: HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns.

HAZEN ARPT: Caution-E/W Rnwy clsd. Men and equip on fld. N/W Rnwy usable.(12-22)

LITTLE ROCK-ADAMS FLD: About Jan 15, ILS lclzr bldg will be erected 500' NE of apch end rnwy 22, cable lying from W side of fld running E-W approx 1000' N of S end Rnwy 18-36. Glide path bldg to be erected W side Rnwy 4-22, 1000' NE apch end rnwy 4. (1-7)

TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness.(4-14)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

BRAWLEY ARPT: E/W Rnwy clsd-construction.(12-16)

BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on Rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of Rnwy 7 will oper intermittently during this test period.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90° 26 n mi at 7000'; 43 n mi at 8000'.(9-15)

CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable.(10-29)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi.(4-14)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (12-16)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

CALIFORNIA: FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.(6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955.(9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard, marked. (11-17)

GASQUET ARPT: N side of strip clsd-const.(12-16)

KLAMATH-McBETH FLD: Closed-high vegetation. (12-16)

LA MOINE BEACON SITE 23, SFO-SEA: Jan 24, bcn site will be discontd.(1-6)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld.(10-19) Caution-I_S and low freq. rng durg VFR conditions hvy simulated inst apch tfc.(11-29)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively.(7-22)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT-TOWER: About Jan 31, ASR will be shut down for approx 4 months - modernization. (12-18) FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. (12-21) Pilots are urged to use extreme caution when operg off-shore just west of arpt. All jet acft departing rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC.(12-10)

MONTAGUE BEACON SITE 28, SFO-SEA: Jan 24, bcn site will be discontd.(1-6)

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'.(6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'.(6-12)

ONTARIO-INTERNATIONAL ARPT-TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.-(5-26) ILS LMM unreliable for navigational purposes beyond 5 s mi due interference Oxnard AFB H fac. (11-17) About Jan. 14, ILS LMM and twr freq will be changed to 215 kc. (12-21)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'.(6-15)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'.(6-14)

RIALTO-MORROW ARPT: Closed on Sunday-Drag races.(12-16)

CALIFORNIA: SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)
✱SAN BERNARDINO-NORTON AFB-RADIO: USAF H fac freq changed to 397kc; class to HZ; bear. & dist. to 055°, 0.9 n mi. (1-6)
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Feb 1 - modernization and move to new twr. (12-9) FLD: Caution - dip in Rnwy 28L-10R W of Rnwy 1R-19L. (12-18)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-250°, not checked; 250°-325°, 43 n mi at 7000'. (6-28)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail. on rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. USAF UHF/DF trng status only. (6-24)
COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of Rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
✱✱STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72° T) at lat 40-38-05, long. 103-08-15. (9-15)
CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR weather days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE Rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
✱WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: Dec 28, trans & rcvr 120.9 mc decmsnd and trans & rcvr 121.1 mc cmsnd. FLD: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500' MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only. Two-way rdo rqrd. (11-25)
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. LF rng has auto voice ident on test basis. TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi' 90°-180°, 22 n mi; 180°-265°, 17 n mi.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b). Scheduled MATS.

DIST. OF COLUMBIA: (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and thru const area. Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs. (10-11)
FLORIDA: DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.
FT. MYERS-RADIO: VOR usable on arwy radials only. Pilots conducting VOR apchs to Page Arpt should disregard VOR signals between VOR and arpt, due extreme course roughness of VOR radial 042. (1-10)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs.
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-280°, with exception apch course 248° usable to 9 n mi. (1-7)
JACKSONVILLE-IMESON ARPT-TOWER: ASR will issue distance values in nautical mi in connection with radar control. (1-7)
KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed straight out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air carrier operns into Meacham Fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)
ORLANDO-RADIO: DME and VOR usable dist 35 n mi at min en route alt. (10-22)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed-dredging operns.
SARASOTA: Effective Jan 15, Warning Area W-168 be revised as described below: SE corner Lat. 26-10-00, long. 82-17-00; SW corner Lat 26-10-00, long. 84-40-00; NW corner Lat 27-19-00, long. 84-40-00; NE corner Lat 27-19-00, long. 82-47-00. Activities Conducted: Air to air rocketry. Altitude: Surface to Unlimited. Time of Use: Continuous. Controlling Agency: Air Defense Command, Colorado Springs, Colo. (12-14)
TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31) Trans & rcvr 255.4 mc unreliable. (10-22)
TALLAHASSEE ARPT-TOWER: ILS glide slope operg on test basis at 400' from old position up rnwy toward tclzr. Glide angle: 2.75°; unmonitored. (12-31)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
TAMPA-KNIGHT ARPT: 1134' MSL TV lgtd twr erected 11 n mi (115° T) at lat 27-50-26, long. 82-15-47. (11-30)
VERO BEACH-RADIO: DME and VOR coverage 35 n mi at 1500' at all azimuths. (8-6)
WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)
✱✱WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3° T) at lat 26-49-07, long. 80-04-30. (8-12) All rnwys lgts inop. (10-30)
GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn.
ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt aircarrier operns. (10-18)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi. (3-15)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 60°-85°, have excessive roughness and bends within 17 n mi of stn. About Mar 1, VAR will be decmsnd. (12-29)

(1-11-55)

GEORGIA: **ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (12-16)
CAMPBELLTON-RADIO: About Mar 1, LF rng will be decmsnd. (12-29)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.
**COLUMBUS ARPT: 195' (555'MSL) lgtd rdo twr erected 2.2 n mi WNW (283°T) at lat 32-27-55 long. 85-01-35. (12-18)
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)
**COLUMBUS-MUSCOGEE CO. ARPT: 150' (525' MSL) lgtd rdo twr erected 3 n mi SW (220° T) at lat 32-28-15, long. 84-59-14. (12-21)
DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)
LA GRANGE-RADIO: VOR flgt - checked on arwys radials on y. (4-14)
**LA GRANGE-CALLAWAY ARPT: Only 80 oct. gas avail. by prior arrangement. (12-27) Fld irregularly attended. (12-28)
MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.
MACON-COCHRAN FLD; Arpt bcn inop. (1-4)
NORCROSS-RADIO: About Mar 1, VOR fac will be completed and cmsnd. (12-29)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.
SAVANNAH-SCOTT ARPT: ESE/WNW strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)
**JEROME COUNTY ARPT: Open for normal use. 80 oct and attendant avail. No sto nor repairs. (1-6)
MALAD CITY RADIO: VOR usable dist 0°-20° and 50°-60°, 35 n mi at 12,000'. (3-5)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. Opers: 0800-1700, Mon-Fri. (1-4)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadown areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
**REXBURG ARPT: Bcn perm discontd. Bndry lgts oper on req only. (1-10)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off end rnwy 30-caution. (5-3)
ILLINOIS: **SPECIAL NOTICE: Two 247' twrs erected 1 mi N Grand Tower Ill. One each side Mississippi River with cable running between. One steady red lgt at top of each twr.
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)
BENTON ARPT: Caution-new N/S rnwy under const. (10-5)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260°T) at lat 39-59-56; long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-5)
*CHICAGO-MIDWAY ARPT-TOWER: Dec 13, voice communs feature on 215 kc decmsnd. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs.
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (5-10)
CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N. (12-12)
DE KALB ARPT: Unlgtd 34' pole line 100' W. (1-5)
KEWANEE ARPT: Arpt closed-under const. (10-19)
ILLINOIS: LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long 88-08; 12 n mi NNW (340°T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs 123', not mrkd or lgtd. (5-27)
MARION AIRPARK: Closed. (7-12)
PEOTONE-RADIO: VOR on 112.8 mc operg on test basis only. (12-16)
PEORIA-GREATER PEORIA ARPT: Caution-men and equip on fld - day lgt hrs. (5-7)
INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constd extending across the southern edge of Allen County, Ind in a southeasterly direction from a poing in Huntington Co., near the Allen Co. line to the Ohio state line 8.7 n mi SW of Ft. Wayne. Not marked or lighted. (7-6)
AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-05; long 85-03-15. (7-13)
CAMP ATTERBURY: Frequent voilations have been reported of Restricted area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W strip clsd-const.
EVANSVILLE-DRESS MEMORIAL ARPT: N-S rnwy unlgtd and clsd to ngt operns until Jan 31. Caution-construction along edges. (12-29)
FORT WAYNE-BAER FLD: Rnway 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. (6-18)
FORT WAYNE-SMITH FLD: Caution-const. all rnwys. Clsd ngts. (6-30)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident IAX. TVOR freq 114.4 mc, ident IDX. Lclzr freq 109.1 mc (without voice), ident IBX. Glide slope freq 331.4 mc serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, Mode C.
INDIANAPOLIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Due to non-visibility, twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28; long 86-36-46.
MADISON: Frequent voilations of the Restricted area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S strip is fresh fill dirt.
**SALEM-BOS-DENIEN ARPT: Abandoned. (11-10)
**SELMA-HUFFMAN ARPT: Abandoned. (11-24)
**SHOALS-STILES ARPT: Abandoned. (12-1)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long 91-11-04, W-long 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MUSCATINE ARPT: NE/SW rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

IOWA: **SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat. 42-34-27; long. 96-22-11.(7-14)
★WATERLOO-RADIO: VORW on 116.4 mc cmsnd as BVOR. (12-30)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of P-line varying from 12' to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W Rnwy at limit of 3000' of usable rnwy, until Mar 30,1955. East 3000' E/W Rnwy remain open. (11-5)
**GREAT BEND ARPT: 2875' (MSL) lgtd twr erected 5.6 n mi NE (46°T) at lat. 38-25-54; long. 98-46-24. (12-3) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil Acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip. near rnwys, days.(9-15)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast.(9-21)
**LEOTI ARPT: Reactivated.(1-5)
OSBORN ARPT: Strip lgts inop.(12-31)
OTTAWA ARPT: Use turf strips with caution. (11-6)
PARSONS: Demolition approx 7.8 n mi ESE at lat. 37-17-45; long. 95-07-15.
PRATT ARPT: Bcn inop. (12-16)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion.(6-10)
SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg.(8-28)
ULYSSES ARPT: All strip lgts inop.(12-16)
**WICHITA ARPT: 1079' (2449'MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat. 37-46-54; long. 97-31-10.(10-18) 128' lgtd steel water tank being erected lctd 0.4 n mi ESE of SE corner of arpt., at lat. 37-38-34; long. 97-24-45.(11-8)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511, ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278kc,119.5 mc or range voice channels.(4-28)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn.(10-21)
DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S Strip in use located W of closed N/S Strip.(10-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Bradenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.(1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown.(12-10) About Jan 24, ILS lclzr and glide slope will be shut down until approx Jan 31 - screen const.(1-6)
PADUCAH-RADIO: VOR has moderate bends in NE quad.(7-14)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat. 31-18-22; long. 92-24-56.(7-25)
BATON ROUGE-RYAN ARPT: S taxiway between Rnwys 35-31 closed.(12-9)
LOUISIANA: MINDEN MUN. ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat. 32-34-10; long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'.(12-20)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°.(4-14) DME coverage 120°-150°, 35 n mi at 1500'.(7-2)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.(10-4)
SHREVEPORT-RADIO: DME coverage all quads, 43 n mi at 1900'.
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
WELSH ARPT: E/W Rnwy closed - repairs.(9-28)
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.
**AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 closed acft over 15000 lbs and to all acft winter months.(12-31)
BANGOR: Effective Jan 15,1955 Flagsstaff Lake Caution area C-483, described as follows: beginning at the intsxn of the U.S.-Canadian Border with Lat. 45-30; thence following North Lat. 45-30; East to West Long. 69-30; thence South to North Lat. 45-00; thence West to Long. 71-30 West; thence North to the U.S.-Canadian Border; thence along the border to the point of beginning. Time of Use: 0700-2000 EST daily; VFR wea. conditions only. Activities Conducted: Jet acrobatic training. Altitude: 10,000' MSL to unlimited. Controlling Agency: Dow AFB, Bangor, Maine.(12-14)
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
HOULTON ARPT: Rnwy 5-23 closed to wheel equipped acft - rnwy will not be plowed durg winter season.(1-3)
MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous-broken pavement, patches. Ctc lgts inop.(11-30)
LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi. (4-15)
PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.(11-24)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
YORK BEACH ARPT: Sides of strips ruf-land on central 25' section.
MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
BALTIMORE-RADIO: DME and VOR usable distance 35 n mi at minimum en route inst alt. (4-29)
BALTIMORE-HARBOR FLD: Caution Rnwy 14-32 closed. (12-30)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.
SALISBURY-SICOMICO COUNTY ARPT: Large crates stored 20' from edge NW taxi strip-caution.(12-16)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.
BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. All radials within tolerance. Moderate multiples SW course LF rng.(12-22)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt land will remain in opern.(4-20)
FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operations. Heavy construction in progress. Taxiways not visible from tower. Two-way radio required. (8-25)

MASSACHUSETTS: BOSTON-LOGAN ARPT: Obstn lgts on 171' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from Rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NORWOOD ARPT: 849' lgtd twr erected 3 n mi NE (48°T) at lat 41-12-42; long. 71-00-51.

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (12-30)

BATTLE CREEK-KELLOGG FLD: Men and equip on fld-days. (10-13)

★CADILLAC-RADIO: Dec 31, INSACS perm decmsnd. Class changed to MHW. (1-7)

**CADILLAC ARPT: 1202' (2938' MSL) lgtd twr erected 8.2 n mi SSW (153°T) at lat 44-08-12; long. 85-20-33. (11-4)

**DAVISON -SEELY'S ARPT: Abandoned. (12-23)

DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11)

**DETROIT-CITY ARPT: 1054' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59; long. 83-12-20. (7-23)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip on fld days.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under const. (6-3)

**FOSTORIA-FORREST ARPT: Abandoned. (12-23)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const. - clsd. (11-14)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

★HOUGHTON-RADIO: Jan 7, transmitter 255.4 mc cnsnd.

**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat. 42-24-57; long. 85-31-48. (7-15)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop end of NE/SW Rnwy. (10-14)

MARLETTE ARPT: Rot. bcn inop. (1-3)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs gross wt. (8-27)

PELLSTON-EMMET CO. ARPT: E/W rnwy clsd winter months - ice and snow. (1-4)

PULLMAN-RADIO: DME coverage 40°-130°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

★SAULT STE MARIE-KINROSS AFB ARPT-TOWER: ILS MM lctd 3190' (0.66 smi); OM lctd 32,300' (6.12 s mi) from apch end rnwy. Elev of glide slope at MM 1012'; at OM 2363'. (12-30)

TECUMSEH ARPT: New arpt under const, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (9-3)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. Not to be used for navigational purposes. (10-25)

BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident BRD. Not to be used for navigational purposes.(10-25)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

MINNESOTA: **DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1782'MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4)

EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. Not to be used for navigational purposes. (10-25)

INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. Not to be used for navigation. (10-25)

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated raxiways. Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated. (12-14)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. COUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. Not to be used for navigation. (10-25)

MISSISSIPPI: CLARKSDALE-FLETCHER FLD: Use paved area only on N/S Rnwy.

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. (2-19) DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 174°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.

**GULFPORT ARPT: 177' (197'MSL) lgtd rdo twr erected 3.5 n mi WSW (240°T) at lat. 30-22-24, long. 89-07-55. (1-1) USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lngs. 30 mi pat. in use. Three acft in pat one over rnwy every four minutes.

**HATTIESBURG ARPT: 300' lgtd TV twr erected 7 n mi NW (310°T) at lat. 31-20-10, long. 89-21-00.(12-31)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

**RAYMOND-WILLIAMS ARPT: Effect Jan 2, 1955, 150' lgtd oil derrick will be constructed W side of Arpt. (12-22)

MISSOURI: BRANSON: Two stationary steel twrs 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL, 8 mi S; 3 mi S of Branson Arpt. Two 2000' cables will connect twrs and span White River-mrkd. (12-9)

**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat 38-41-28; long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S rnwys closed.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)

MALDEN-RADIO: About Jan 24, VOR will be shut down until approx Mar 10 — modification.

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 600' ltrd TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long 90-16-09. (12-6) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

(1-11-55)

MISSOURI: ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156' x 42 ' hard surfaced. E/W rnwy 2900 x 200', sod. (12-9)

**ST. LOUIS-SMARTT FLD: Right hand tfc pat. approved for rnwys; right 045, 090, 135, 180, 225, 270, 315, and 360, in addition to stand left hand pat. for all left rnwys. (1-3)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW Rnwy only. (12-17)

SEYMOUR-OWEN FLD: Caution-const along sides of SW end NE/SW strip. Land at own risk. (5-20)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000' 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'.

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop until July, 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-95°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

GRAND ISLAND ARPT: Caution - men, equip. on Rnwy 12-30, daylgt hrs until approx Feb 1. Caution - const approx 1000' N of S end and along W edge of ramp - mrkd. (12-1)

HASTINGS ARPT: Extreme caution, shoulders ruf - soft when wet. Use rnwys, strips.

**IMPERIAL ARPT, 17A, DEN-GRI: Delete unicom. (1-5)

★LEXINGTON-RADIO: Dec 31, INSACS perm decmsnd. (1-7)

SCOTTSBLUFF ARPT: Farm workers, farm machinery and vehicular tfc on fld and occasionally on rnwys and taxiways. (9-29)

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

ELKO-RADIO: Arwy radials 039°, 073° and 240° only flgt-checked. Usable dist of other courses may be lmtd in some areas due to mountainous terrain. (12-23)

rrFALLON-RADIO: Jan 10, INSACS decmsnd. Navy trans hourly weather observations and assume ctl of voice feature LF rng. (1-8)

NEVADA: LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

★RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. (5-7) Jan 7, voice communs cmsnd on VOR 113.9 mc. Lctd at lat 39-31-30, long. 119-39-30. Monitoring category (1).

RENO ARPT: N 5400' Rnwy 16-34 avail. daylgt hrs only. Men and equip. working on intersection of Rnwy 16-34 and 7-25 daylight hours. Acft parked on S 3000' Rnwy 16-34. Extreme Caution. (12-30)

RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°. (11-30)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

CONCORD ARPT: Broken pavement on taxiways. (4-29)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NEW JERSEY: BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to April 1, '55, arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi; 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat 39-49-00, long. 74-25-53. Operg on test basis only. Freq changed temporary to 116.8 mc on Dec 16. (12-16)

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. Two-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable landing area Rnwy 29 mrkd with red lights. Earth mount 1250' E of threshold Rnwy 29 with obstruction lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lights. - mrkd. Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170' to 400' high. - lgtd. (12-2) MILITARY: Clsd to military acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Contact twr 30 minutes prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Neward. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west. (1-11-55)

NEW JERSEY: SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft.(10-16) 100' boom lctd approx. 2000' N of NE end of Rnwy 24.-lowered ngts and IFR weather.(11-12)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. Serv and lgts avail on req phone Trenton, Lyric 9-3491.(12-23)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'.(9-24)

ALBUQUERQUE-KIRTLAND AFB: Rnwy 17-35 10,000'; Rnwy 11-29 5455' open. Rnwy 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredictable high E/W winds or possibility Rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until Feb. 15,1955. (12-23)

CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req.(11-10)

COLUMBUS-RADIO: DME coverage 216°-thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.(5-22)

FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.(7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, Thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only.(5-7)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

HOBBS LEA COUNTY ARPT: Hi-intensity lgts rnwy 3-21 inop.(1-5)

LAS VEGAS ARPT: Fld lgts inop.(8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat. 32-57-28; long. 103-21-13.(9-17)

OTTO-RADIO: VOR radials usable 26 n mi.(12-1)

ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat. 33-13-45; long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance.(6-8)

ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist.(10-28)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'MSL. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.(7-6)

BUFFALO ARPT: E/W and N/S Rnwy clsd ngts.(7-22)

ELMIRA-RADIO: VOR has roughness in all quads.(9-4)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy.(2-10)

GOUVERNEUR ARPT: Closed until Spring 1955.(11-22)

HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only.(10-20)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base.(2-15)

MASSENA-RADIO: VOR terrain bends from 82° thru 90° to 230°.(10-5)

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat. 41-04-00; long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Unlgtd taxiways mrkd by reflector delineators. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control tower-highest arpt structure. Men-equip. adj Rnwy 4-22.(6-1) Caution when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R.(8-3) Closed to fighter type acft. (8-18) Effect Sept 18, Ramp spots 5, 6, 7 are being relctd. Upon completion acess to spot 1E up to spot 7 will be via taxiway B. Acess to ramp spot 8 up to 25 will be via taxiway C or E. Effect Sept 20, ramp spot 4, closed. Men and equip - caution.(9-17) Caution - cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of wea. About Feb. 15, freq 121.7 mc will be cmsnd. About Feb 22, freq 121.9 mc will be decmsnd.(1-10) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal.(5-27) Acft remain clear of striped area vicinity glide slope shelter at Marine Term apron.(8-6) An 8 by 4' open ditch adj to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31.(11-26) Strobe bcn apch end Rnwy 13 inop.(12-21)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy closed Sat all day and Sun to 1200. Do not use grass for Take-offs and lndgs or taxiing, if soft. Traffic is left all rnwys. No ngt take-offs or landings permitted due to New York City law. S end N/S Rnwy uneven.(12-8)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry.(12-23)

**ONEONTA ARPT: Closed.(12-21)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.(9-24)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

★ROCHESTER ARPT-TOWER: Jan. 3, ILS LMM freq changed from 215 kc to 379 kc.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas.(1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat. 42-46-57; long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.

SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: New Rnwy 4-22 open, 7000'. Caution-billboard on apch to rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' Rnwy 22 and N end of taxiway serving Rnwy 22.(12-15)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.(4-29)

SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.

**TICONDEROGA ARPT: 150' lgtd microwave twr erected 7 n mi SE (118°T) at lat. 43-47-10; long. 73-15-40.(12-18)

WALDEN-NEWBURG-WALDEN ARPT: No services avail. Mondays.(11-19)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt.(7-1)

**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95°T) at lat. 43-57-16; long. 75-43-45 - completed.(10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal.

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower.(2-1)

NORTH CAROLINA: CHARLOTTE-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.2 mc. Ident: CLT. Lctd at lat 34-59-24, long. 80-57-30. Bear. & dist: 6°30', 13.0 n mi. Elev: 644'. Monitoring category (1). (1-10)

CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin bldg not attended. Watch old twr for light signals. (1-10)

CLINTON ARPT: Men and equip. on fld. Use at own risk. (12-16)

**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat 36-06-39; long. 78-56-19. (7-20)

ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)

GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)

GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)

HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi stn. (12-15)

RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.

ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13)

WILMINTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials figt-checked to 43 n mi at min instr alt. (11-11)

WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (11-10)

NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end Rnwys 26, 35 inop. (11-30)

GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)

**JAMESTOWN ARPT: 1320' MSL lgtd elevator erected 1.1 n mi SSW of SW end NE/SW rnwy.

LANGDON ARPT: NW/SE Rnwy clsd, const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)

**VALLEY CITY ARPT: 1086' (2481'MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat 47-05-29; long. 97-51-15. (7-22)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L. First 800' E end Rnwy 9-27 and NE end 6-24 landfilled oiled and rolled - use daylgt hrs only at pilot's discretion. (12-10)

CINCINNATI-RADIO: VOR has lgt to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (12-2) VOR freq change from 115.6 mc to 115.4 mc postponed indefinitely. (12-2) DME coverage 60°-150°, 35 n mi at min en route alt.

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat, directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100° 145°, 35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk. (10-27)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibilitytwr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: VOR has moderate roughness from 120° to 200° at min en route alt. (7-13) DME coverage 150°-220°, 30 n mi at 2400'.

DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

★FINDLAY-RADIO: Jan 5, DME figt-checked and cmsnd. Coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route instr alt.

FINDLAY ARPT: Unlgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (10-28)

HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIED-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. (12-23)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld.

N. RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.

TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) About Feb 5, LVOR on 113.6 mc will be decmsnd. (1-5)

TOLEDO ARPT: Arpt ident changed to TDZ. Rot. bcn removed; other lgts on req thru Toledo rdo. Pilots on IFR lndg mun arpt contact Toledo Rdo. No scheduled airline stop. Use rnwys only. (1-5) See Toledo Express Arpt.

★TOLEDO-EXPRESS ARPT-TOWER: About Jan 15, ILS will be cmsnd. Lclzr freq: 109.7 mc with voice. Ident: TOL. Lctd 2000' from NE end of NE/SW Rnwy 7. Glide slope freq: 333.2 mc Lctd 750' NE of SW end and 450' SE of centerline of NE/SW Rnwy 7. Glide slope angle: 2.8°. Apch bear.: 69°. Elev of glide slope over MM 865'; over OM 2000'. Jan 5, LMM and LOM cmsnd. Unmonitored 2330-0730 daily. LMM freq: 201 kc. Ident:OL. MM lctd 0.59 s mi from apch end Rnwy 7 at lat 41-34-58, long. 83-49-30. LOM freq: 219 kc. Ident: TO. OM lctd 4.97 s mi from apch end Rnwy 7 at lat 41-33-31, long. 83-54-10. Jan 5, Express ctl twr inaugurated. Concurrently Mun ctl twr terminated. No change in freq. Hrs of Opern: 0730-2330. (1-5) FLD: Lctd 15 mi WSW at lat 41-35-07; long. 83-48-16 Two hardsurfaced rnwys: 7-25 is 5200' long; 16-34 is 4300', both 150' wide. Facilities: B-L4, 6-S5-W. Opened Jan 5, day-ngt operns. During off-hrs pilots should contact Toledo rdo or Company for instrument clearances and rnwy lgts. 10 min notice rqrd for lgts. Arpt ident: TOL. 24 hr refueling service. Const on S side of Rnwy 7-25. Use rnwys only.(1-5)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: E/W Rnwy opened and 5000' hard-surfaced, lgts on req. (11-29)

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE. (9-2)

OKLAHOMA CITY-WILL ROGERS FLD: N taxi strip connecting Rnwy 21 to 17 clsd. Acft in weight class of DC-4 and heavier are prohibited from making turn-arounds on asphaltic concrete pavement located on S portion of N/S Rnwy. (3-16)

**OKMULGEE ARPT: 719' (1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

(1-11-55)

OKLAHOMA: PONCA CITY ARPT: Lndg and departing acft shall conform to rgt hand tfc pat when on southerly headings. (11-3)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°+360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope

** restricted to use on approaches to MM. (9-14) FLD: 1135' (2147'MSL) TV twr erected 9.1 n mi W(265° T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff weight. (7-22)

OREGON: BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)

BEND-STEARNS ARPT: Closed, snow. (1-6)

CRESCENT LAKE JUNCTION ARPT: Closed, snow. (1-6)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat. 45-49-40; W-long. 119-30-47. (2-2)

IDANHA-SANTIAM JUNCTION ARPT: Closed, snow. (1-6)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500' 275°-305°, 26 n mi at 10,500'. (4-23)

LAPINE ARPT: Closed, snow. (1-6)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

ONTARIO-RADIO: About Jan 10, INSACS will be decmsnd. Class: MHW. (12-10) H fac will be oper as unmonitored facility. (1-6)

PINEHURST ARPT: New Arpt. Lctd 1 mi SW Pinehurst Lake. Elev: 3680'. One paved rnwy 4000'. Closed, snow. (1-6)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-25)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 6.1 n mi S(180° T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.

PENNSYLVANIA: ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long. 79-09-04. Variation: 6°W. Monitoring category.(1). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (1-7)

HANOVER-DEVENER ARPT: Closed Jan 1 to April 1. (12-27)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTON-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

**JOHNSTOWN ARPT: During hrs of darkness, one rnwy lgtd, wind cone, tetrahedron, and rot. bcn. 80, 91 oct avail. (12-29)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)

*PHILADELPHIA INTERNATIONAL ARPT-TOWER: Jan 8, ASR cmsnd. Lctd at lat 39-52-57, long. 75-13-25. Trans & rcvs on departure control freq 118.1 mc. Also trans & rcvs 118.5, 121.5, 121.7, 121.9, 126.18, 142.74, 257.8 mc. Trans 278 kc; 108.1 mc. Rcvs: 3023.5 kc; 122.5 mc. Call: Philadelphia Departure Ctl. FLD: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end Rnwy 12, mrkd days. (11-25) Fld: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end Rnwy 12, mrkd days. (11-25)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-13)

**PHILIPSBURG-ALBERT ARPT: Arpt bcn discontd. Rnwy lgts avail sunset - 2400.(12-29)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT: New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)

PITTSBURGH-GREATER PITTSBURGH -RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: Notam re: About Jan 17, ILS on Rnwy 32, will be perm decmsnd; concurrently lclzr on Rnwy 28 will be shut down for freq change to 110.3 mc and cmsnd of glide slope freq 335. 0 mc on Rnwy 28, Cancelled. (1-7) Fld: Arpt closed to jet acft during IFR xcpt on ofl bus between1600-2100 daily. (10-8) About Jan. 17, hi int apch lgtg serving Rnwy 28 will be cmsnd. System will consist of green threshold indication 500' W of pavement end. Side lgtg on approx 100' spacing three lgts on left one on the right to pavement end centerline bar lgtg extending into apch to a point 1500' from threshold and a 100'long transverse bar at 1000' from threshold. Intensity controllable by ctl twr; normally no increase of int will be made durg apch procedure but decrease in int will be accepted. Decommissioning neon apch lgt lane on Rnwy 32 canc.

**PITTSBURGH-MAYER ARPT: Abandoned. (1-5)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-220°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: Closed to transient acft. (12-17)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intersxn rnwy 4-22. (11-4)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys. (10-7)

WILLIAMSPORT-RADIO: About Feb 1, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear & dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9°W. Elev: 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class: BVOR. (11-10)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited

SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution NW/SE strip under const. (9-23)

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

**CAMDEN-WOODWARD ARPT: 530' (774' MSL) lgtd rdo twr erected 6.1 n mi SW (238° T) at lat 34-13-50, long. 80-40-45. (12-31)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Light to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43° T) at lat 32-47-53, long. 79-53-51. (7-22)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all ngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920' MSL) lgtd TV twr erected 4.7 n mi N (8° T) at lat 34-16-13, long. 79-49-39. (11-9)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH ARPT: Effect. Jan 15, N/S Rnwy will be closed. Caution - const.

SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-09-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.

**PARKER ARPT: Rnwys narrowed to 90'. (11-2)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.

SIOUX FALLS ARPT-TOWER: Jan 4, ILS LMM inop, indefinitely. (1-6)

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (11-12)

★BRISTOL-TRI-CITY ARPT-TOWER: Apch ctl avail. 0800-2400. (1-3)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Mar 1 - modernization. (12-17) FLD: Due to non-visibility twr unable to ctl tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns in control zone. (12-17)

CROSS CITY-RADIO: VOR not to be used for air navigation, due excessive roughness and bends. Caution advised.

TENNESSEE: JACKS CREEK ARPT, 53, DAL-LOU: Arpt to be discontd Feb 23, Bcn flashing clear and red will remain in opern. (1-10)

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi; 140°-290°, 17 n mi; 290°-310°, 25 n mi; 310°-120°, 35 n mi at min en route alt. (6-21)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7)

**KNOXVILLE-ISLAND ARPT: 649' (2049' MSL) lgtd TV twr erected 3.9 n mi NW (300° T) at lat 36-00-13, long. 83-56-35. (11-4)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. FLD: N/S Rnwy clsd ngts. (2-24)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi ; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

MEMPHIS ARPT-TOWER: ASR will continue to issue distance values in statute miles in ** connection with radar control. FLD: All rnwys restricted to 100,000 lbs gross wt. Rnwy 14-32 closed ngt opern. Two-way rdo rqrd. Use rnwys. (1-5)

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: **SPECIAL NOTICE: Const of a P-line across the Pecos River with wire strands 303' above water level at a point where U. S. #90 hwy bridge crosses river, at lat 29-42-10, long. 101-21-00. (12-13)

ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

**ABILENE MUNICIPAL ARPT: 360' (2049' MSL) lgtd rdo twr erected 5.2 n mi NW (330° T) at lat 32-30-22, long. 99-44-29. (1-1).

ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75° T) at lat 29-27-57, long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98° to 135° from 4 s mi out. (12-17)

AUSTIN-BERGSTROM AFB-RADIO: USAF VHF/DF opers cont; unreliable below 3000'.

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W Strip and terminal bldg under const. (4-30)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

BRADY-CURTISS ARPT: Caution - NW/SE Rnwy clsd-const. (1-

BROWNSVILLE INTERNATIONAL ARPT-TOWER: ILS glide slope shut down until approx Jan 15 - installation new equip. (12-16)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

**CORPUS CHRISTI-CUDDIHY ARPT: 110' unlgtd pole lctd NW bndry of arpt. (12-28) All rnwys very rough in spots. Use at own risk. (9-27)

CORPUS CHRISTI NAS-RADIO: Use of 8 course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.

CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)

DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only when wet. (12-13)

DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles ** in connection with radar ctl. FLD: 1059' MSL twr erected on top of republic National Bank Bldg. (8-12)

DALLAS-REDBIRD ARPT: N/S Rnwy closed - const. (1-4)

DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)

EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)

EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.

TEXAS: EL PASO INTERNATIONAL ARPT-TOWER: About Jan 10, 1955, ILS lclzr will be shut down for installation of new monitor equip. Glide slope will be shut down intermittently durg daylgt hrs for installation and tuneup equip. (11-12) FLD: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base.

EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)

FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.

FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128°T) at lat. 32-45-01; long. 97-16-07. (7-6)

GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat. 28-17-00, long. 96-32-00.

**HAMILTON ARPT: Bcn and rnwy lgts on N/S rnwy on req. N/S rnwy extended to 3000'. 80 oct avail. (1-6)

HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch raod 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.

HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way radio rqrd.

HOUSTON: Demoliton of high explosive ammunition daily, Mon thru Fri from 0730 to 1615, approx 12.2 n mi E.

**HOUSTON INTERNATIONAL ARPT: 978' (1049'MSL) lgtd TV twr erected 11.3 n mi SW (247°T) at lat. 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE rnwy. Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)

KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

**LAREDO ARPT: 300' lgtd rdo twr erected 4.3 n mi S. (12-30)

LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' ramp closed to acft -used for cotton storage. (11-9)

LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad.

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'.

MARFA-RADIO: Jan 1, INSACS decmsnd. Monitoring category (3). Class VORW. (1-10)

McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings-mrkd. (6-7) Search and Rescue will be held Feb. 18, 19, 20. Two parachute jumps on Feb. 19. Heavy no rdo traffic expected 0800-1700 daily and caution advised during period. (1-7)

MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

**MINERAL WELLS ARPT: 290' (1350' MSL) lgtd TV twr erected 3 n mi NW (298°T) at lat. 32-48-40, long. 98-06-20. (12-20)

PERRYTON ARPT: Bndry and bcn lgts inop. (8-4)

POTEET ARPT: Closed-const. (11-20)

**QUANAH ARPT: 200' lgtd rdo twr erected 2 n mi NE (37°T) at lat. 34-18-10, long. 99-44-20. (12-24)

QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)

REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip-usable at own risk. (10-30)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)

SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)

SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)

TEXAS: **SAN ANGELO-MATHIS ARPT: 205' (2074'MSL) lgtd rdo twr erected 2.5 n mi NE (50°T) at lat. 31-28-42, long. 100-27-26. (12-15)

SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)

TEXARKANA: Demolition in progress during daylight hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown-

** caution. FLD: TV twr located 14.8 n mi NE dismantled. (12-22) 120' lgtd oil derrick erected 0.7 n mi W. (1-3)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'; Coverage over Restricted areas 219 and 443 not certified. (6-9)

WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for landings and take-0ffs - usable for taxiway only. (8-4)

**WINK ARPT 18, ELP-FTW: 80 oct. available. (1-3)

**WOODSON ARPT: Closed. (1-5)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. (4-28)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)

★ST. GEORGE-RADIO: Jan 10, INSACS perm decmsnd.

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-4) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)

SALT LAKE CITY NO. 1 ARPT: Lgt acft rstd to a new tfc pat which lies E of arpt with left tfc for lndgs rnwys 16L and 14, rgt tfc for lndgs rnwys 34R and 32. Hvy acft tfc pat W of arpt with rgt tfc for lndgs rnwy 16R and left tfc for lndgs 34L. (5-13)

WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676.) Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy closed, obstn. (7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. (1-15)

MONTPELIER ARPT: Rnwy 5-23 closed to wheel-acft during winter months. Open to ski operns. (12-31) .

VIRGINIA: CHARLOTTESVILLE-ALBERMARLE ARPT: New field under construction. 7 s mi N, Elev: 639'. Latitude 38-08-16, longitude 78-27-10. Do not land on field. (10-7)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300 feet below plane in traffic area at any hour or altitude.

CHINCOTEAGUE-VIRGINIA CAPES: Temporary change of controlling agency portions of Warning Area W-108 and Restricted Area R-42 during Calendar Year 1955 (Second Army, Fort Meade, Maryland). The area is described as follows: Beginning at lat. 38-31-00, long. 75-05-00; thence northeast to lat. 38-45-00, long. 74-53-00; thence southeast to lat. 38-36-00, long. 74-44-00; thence south to lat. 38-21-00, long. 74-44-00; thence west to lat. 38-21-00, long. 75-05-00; thence north to lat. 38-31-00, long. 75-05-00, to point of beginning. (12-14)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

HAMPTON-LANGELY AFB-RADIO: USAF UFH/DF unreliable 2000' all quads. (6-1)

VIRGINIA: HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable on only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-PRESTON GLEN ARPT: 475' (1902' MSL) lgtd TV twr erected 10 n mi SW (233°T) at lat 37-11-50; long 79-21-07. Signal for below VFR wea minimums inop. ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13) DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6)
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°- 5°, 22 n mi; 15°-55°, and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24. (5-6)
**RICHMOND-CENTRAL ARPT: Abandoned. (-3)
ROANOKE-WOODRUM FLD: Due to non visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
**WINCHESTER ARPT: Soft when wet. (1-4)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' rnwy 1 closed to all Naval acft.
CLE ELUM ARPT: Closed-snow.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60° 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (10-20)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat 47-28-43; long 122-32-32. (7-26)
PULLMAN-MOSCOW ARPT: Lighting inop. (9-12)
★RENTON ARPT-TOWER: Trans 121.3; trans & rcvr 121.9 mc for gnd ctl cmsnd. (12-30)
FLD: Caution-smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-7)
SEATTLE-RADIO: Nov 9, DME and VOR shut down for indefinite period-modernization.
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02; long 122-19-13 completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statue miles in connection with radar control. (10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224° 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld. (12-19)
SPOKANE-GEIGER FLD: Perm crash barriers 40' high lctd 150' off ends rnwys 2-20 -
WASHINGTON: Caution. (12-17)
★TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 500' or higher and visibility 3.5 mi or more, radar facs will be inop for routine maintenance 0600-1000 daily xcpt Sat. and Sun. (11-16) Unless equip inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveillance apchs rnwy 34 and 16. Trans & rcvrs 120.1 121.1 121.5, 26.5, 134.1, 136.8, 137.88, 142.02 243.0, 270.6, 285.4, 335.8 and 262.8 mc cmsnd. Rcvg only: 3023.5 kc; 122.5 mc. (12-3)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long 81-42-04 (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from rnwy 31 on right side edge taxiway leading from ramp. (12-14)
GLENDALE ARPT: Caution-fld soft and muddy. (12-6)
**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat 38-30-34, long. 83-13-09. (10-8)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 11000' from S end rnwy 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: SPECIAL NOTICE: Power line from Waukesha to Wauwatosa. Poles will vary from 95' to 140' above gnd and will parallel the C and NW Railroad from Waukesha to a point S of and thence N to Wauwatosa. To be completed Dec 1954.
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat. 44-57-55, long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn.
**LAKE TOMAHAWK-DOLHUN FLD: Open all year to wheeled acft and skiis during winter months. Bcn and rnwy mrkr lgts automatic.
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop indefinitely. FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in ldng Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: N/S strip (2000' x 200') will be discontd.
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only.
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (12-10)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
FT. BRIDGER ARPT, SITE 9, SLC-OMA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4" of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip on strip intermittently days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15000'; 225°-300°, 26 n mi at 15,000'. (7-2)

(1-11-55)

[redacted]: LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and

[redacted]: LF rng. (12-18)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE Rnwy clsd-marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

DEPARTMENT OF COMMERCE—CIVIL AERONAUTICS ADMINISTRATION

Form approved.
Bureau No. 41-R013.3.

FLIGHT PLAN

FOR VFR—Complete all except shaded items. FOR IFR—Complete all items.
FOR DVFR—Complete all items except "Alternate Airport."

AIRCRAFT IDENTIFICATION NO.	COLOR OF AIRCRAFT	TYPE OF AIRCRAFT (If formation flight, type and number of aircraft)
NAME OF PILOT OR FLIGHT COMMANDER	[redacted]	[redacted]
POINT OF DEPARTURE	CRUISING ALTITUDE(S) AND ROUTE TO BE FOLLOWED	
POINT OF FIRST INTENDED LANDING (IFR); OR INTERMEDIATE STOPS AND DESTINATION (VFR)	[redacted]	PROPOSED TIME OF DEPARTURE: P / ACTUAL TIME OF DEPARTURE: D
ESTIMATED ELAPSED TIME UNTIL ARRIVAL OVER POINT OF FIRST INTENDED LANDING: HOURS / MINUTES	[redacted]	FUEL ON BOARD: HOURS / MINUTES; [redacted]

ANY OTHER INFORMATION PERTINENT TO AIR TRAFFIC CONTROL, SEARCH AND RESCUE, OR SECURITY CONTROL (TIME OF ADIZ PENETRATION, ETC.)

CLOSE FLIGHT PLAN UPON ARRIVAL

Form ACA-[redacted]

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Jan. 11, 1955, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Mo.
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Columbia, S. C.
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Texas, Ellington AFB (Houston VOR)
Hutchinson, Kansas., Municipal
Imperial, Nebr., 17A, DEN-GRI
La Junta, Colo.
Lamoni, Iowa, Lamoni
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N.C., Raleigh-Durham
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Tucson, Arizona
Tyler, Texas, Pound Fld. (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Vichy, Missouri
Waldo, Kansas
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wichita, Kansas, Municipal
Wichita Falls, Texas, Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order

Lone Rock, Wis., Tri County
Topeka, Kans., Philip Billard

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Detroit, Mich., Willow Run
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Duluth, Minn.
Dyersburg, Tenn.
Eau Claire Wisc.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S.C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kansas City, Mo.
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramine, Wyo., Brees Field
Las Vegas, Nev., McCarran Fld.
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
María, Texas, María Alpine
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Fld.
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Michigan, Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bank, New Jersey
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, Intn'l
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph Co.
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Springfield, Mo., Springfield Municipal
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Terre Haute, Ind., Hulman
Texarkana, Arkansas
Thermal, Calif.
Toledo, Ohio
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D. C., Wash. National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wink, Texas, 16, ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order

Lawton, Okla., VOR
Dodge City, Kansas
Pittsburgh, Pa., Allegheny Co.

(1-11-55)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

NOTICE: **Instrument approach procedures are no longer published in the Flight Information Manual. The Airman's Guide currently publishes new and amended instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These procedures are applicable to all users. The IFR take-off or landing minimums shall not apply to military aircraft of the United States Armed Forces. The IFR landing minimums are applicable to all users except the military as noted above. The IFR take-off minimums are applicable to all users while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of the Civil Air Regulations, but are not presently applicable to users conducting operations under Part 43 of the Civil Air Regulations. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2-engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.**

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALICE, TEXAS Municipal Arpt. 178 SBRAZ - DTV - ALI Procedure No. 1 Amendment No. 4 Effective date: 2/12/55 Supersedes Amdt. M-3, dated 3/20/51 Major Changes: Add initial approach from San Diego Fm & MHW. Raise procedure turn altitude. Lower missed approach altitude.	San Diego FM/MHW (final)	072 10.0	1000	S side W crs. 252 outbnd 072 inbnd 1500' within 10 mi.	1000	072 3.6	2 Engine or less T-dn C-dn S-8 d n A-dn More than 2 Engines T-dn C-dn S-8 d n A-dn	 300-1 500-1 500-1 NA 800-2 	 300-1 500-1 500-1 NA 800-2 200-0.5 500-1.5 500-1 NA 800-2	Within 3.6 mi turn left climb to 1600 on N (333) crs within 25 mi. Caution: 450' radio tower 3.7 miles NW. 580' radio tower 5.7 miles NW.
BLYTHE, CALIFORNIA Municipal Arpt. 397' SBMRAZ - VDT BLH Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amendment No. 3 dated 8/16/54 Major Changes: New format.	Blythe VOR	071 7.0	5000	W side S crs. 165 outbnd 345 inbnd 2000' within 10 mi.	1200	268 4.1	All Aircraft T-d T-n C-dn A-dn	500-1 800-2 800-2 800-2	500-1 800-2 800-2 800-2	Within 0.0 miles...make 180° left turn, climb to 5000' on south course within 25 miles of LFR. Caution: 1800' terrain 9 miles west of approach course 5 miles SSW VOR.
BOISE, IDAHO Boise Air Terminal 2858' SBRAZ VDT BOI Procedure No. 1 Effective date: 2/12/55 Amendment No. 5 Supersedes Amdt. No. 4 dated 1/29/52 Major Changes: Lower Convair and Martin minimums to 500-1.5; lower DC-3 minimums to 500-1; Change procedure to new format; delete reference beyond 10 miles for procedure turn.	Boise VOR Fayette FM *Eagle FM	075 2.0 121 49.0 121 11.0	3800 5500 3800	W side NW crs. 301 outbnd 121 inbnd 4000' within 10 mi.	3800	116 2.3	2 Engine or less #T-dn C-dn A-dn More than 2 Engines #T-dn C-d C-n A-dn	 300-1 500-1 800-2 	 300-1 500-1.5 800-2 200-0.5 600-1.5 700-1.5 800-2	Within 2.3 miles...turn right climb to 4000' on course 301° outbound 121° inbound within 10 miles of LFR. *Straight-in approach authorized after this initial approach. #300-1 minimum for runway 16-34. Deviation from standard criteria authorized in item 5.
COLUMBIA, MISSOURI, Columbia Arpt. - Correct Airgi Vol. 9, No. 20, dated 12/14/54 - Column 3 to read: 233 instead of 293.										
DAGGETT, CALIFORNIA Daggett Arpt. 1927' SBRAZ - DTV DAG Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 8/16/54 Major Changes: New format.	Daggett VOR	233 5.0	6000	N side W crs. 244 outbnd 064 inbnd 6000' within 10 mi.	3900	On Airport	All Aircraft *T-dn C-dn A-dn	2000-1 2000-1 2000-1	2000-1 2000-1 2000-1	Within 0.0 miles...climb to 9000' on east course. Notes: *500-1 authorized for take-offs on runways 3 and 7.
EL CENTRO, CALIF. NAAS - 43' SBMRLZ - DTV ELC Procedure No. 1 Effective date: 2/12/55 Amendment No. 3 Supersedes Amdt. No. 2 dated 10/6/50 Major Changes: New Obstructions.	Instrument approach to be conducted in accordance with U.S. Navy procedure as published on C & G S Chart A-L 472 RNG						2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	300-1 700-1 800-2 	300-1 700-1.5 800-2 300-1 700-1.5 800-2	
GILA BEND, ARIZONA A. F. Aux 858' SBRAZ - DTV GBN Procedure No. 1 Effective date: 2/12/55 Amendment No. 3 Supersedes Amdt. No. 2 dated 8/6/54 Major Changes: New format.	Gila Bend VOR	144 1.0	3000	S side W course* 247 outbnd 067 inbnd 3000' within 10 mi.	1600	166 4.0	2 Engine or less T-d T-n C-d C-n A-d A-n More than 2 Engines T-d T-n C-d C-n A-d A-n	300-1 NA 700-1 NA 800-2 NA 	300-1 NA 700-1 NA 800-2 NA 300-1 NA 700-1.5 NA 800-2 NA	Within 0.0 miles...climb to 5000' on east course within 25 miles of LFR. *Notes: Maneuvering area on south side of final approach course limited to 8 mile width by danger area.
IMPERIAL, CALIF. County Arpt. - 58' SBMRLZ - DTV ELC Procedure No. 1 Effective date: 2/12/55 Amendment - Original				N side E crs. 067 outbnd 247 inbnd 1000' within 10 mi.	700	018 5.0	2 Engine or less T-dn C-dn A-dn	300-1 700-1 800-2		Within 0.0 miles...reverse course, climb to 1500' on east course within 25 miles. Shuttle: To 1500' on east course within 25 miles.

(1-11-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
LAS VEGAS, NEVADA McCarran Arpt. 2171' SBMRAZ - DTV LAS Procedure No. 1 Effective date: 2/12/55 Amendment No. 5 Supersedes Amdt. No. 4 dated 8/16/54 Major Changes: New format.	Goodsprings HW Las Vegas VOR	023 33.0 012 10.0	7500 5100	S side SW crs. 203 outbnd 023 inbnd 5000' within 10 mi.	3700	195 10.2		All Aircraft		Within 0.0 miles...climb to 7000' on northeast course within 20 miles of LFR. Shuttle: To 7000' on northeast and/or southwest course within 20 miles of LFR. Turns on south side of course.
							T-dn	800-2	800-2	
							C-dn	1500-2	1500-2	
							A-dn	1500-2	1500-2	
Procedure No. 2 Combination LFR/VOR Effective date: 2/12/55 Amendment No. 2 Supersedes Amdt. No. 1 dated 8/16/54 Major Changes: New format.	Goodsprings HW Las Vegas VOR	023 33.0 012 10.0	7500 5100	E side NE crs. 028 outbnd 208 inbnd 5100' within 10 mi.	4600 LFR 3200 VOR	See Note*	2 Engine or less			Within 0.0 miles after passing Las Vegas VOR...turn left (south) climb to 7000' on track of 070° within 25 miles of Las VOR. *After passing LAS LFR turn right to 225°, then intercept and fly on a track of 180° to The LAS VOR.
							T-dn	800-2	800-2	
							C-dn	1000-1	1000-1	
							A-dn	1000-2	1000-2	
							More than 2 Engines			
							T-dn		800-2	
							C-dn		1000-1.5	
							A-dn		1000-2	
LOS ANGELES, CALIF. International Arpt. 125' SBRAZ - DTXV LAX Procedure No. 1 Effective date: 2/12/55 Amendment No. 7 Supersedes Amdt. No. 6 dated 8/9/54 Major Changes: New format.	Hollywood Hills FM Downey FM/RBN Los Angeles LOM (final) Int. South course LAX and southwest course LGB.	143 13.0 254 11.0 254 2.0 328 20.0	3000 1500 1000 3000	*South side E crs. 078 outbnd 258 inbnd 2000' within 10 mi. & in no case farther east than Downey RBN.	#1000	245 3.9	2 Engine or less			Within 3.9 miles...climb to 2000' on west course within 25 miles. Note: 300-1 required for take-off runway 16. *Procedure turn south for better terrain. #1500' must be maintained until past LAX LOM inbound.
							T-dn	300-1	300-1	
							C-dn	400-1	600-1	
							S-dn 25 L/R	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 Engines			
							T-dn		200-0.5	
							C-dn		600-1.5	
							S-dn 25 L/R		400-1	
							A-dn		800-2	
NEEDLES, CALIF. Municipal Arpt. 990' BMRLZ - DTV EED Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 8/6/54 Major Changes: New format.	Needles VOR	273 7.5	4500	W side N crs. 348 outbnd 168 inbnd 4000' with in 10 mi.	2000	196 1.9		All Aircraft		Within 0.0 miles...turn left (east) climb to 7000' on north course within 25 miles of LFR. Shuttle: To 5000' on south course within 25 miles. Note: ADF procedure NA.
							T-d	1000-2	1000-2	
							T-n	1000-3	1000-3	
							C-d	1000-2	1000-2	
							C-n	1000-3	1000-3	
							A-d	1000-2	1000-2	
							A-n	1000-3	1000-3	
OGDEN, UTAH Municipal Arpt. 4455' SBRAZ - DTV OGD Procedure No. 1 Effective date: 2/12/55 Amendment No. 3 Supersedes Amdt. No. 2 dated 7/30/54 Major Changes: New format.	Corinne FM/HW Layton FM (final) Ogden VOR	152 23.0 332 10.0 061 1.5	10000 5200 11000	W side S crs. 152 outbnd 332 inbnd 7500' within 10 mi.	5300	106 3.4		All Aircraft		Within 0.0 miles...climb to 9000' on west course OGD LFR. Shuttle: To 10,000 on north course within 20 miles. All turns west of course. Air Carrier Note: Sliding scales NA except that landings are authorized down to 1 mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
							T-dn	400-1	400-1	
							C-d	800-2	800-2	
							C-n	800-3	800-3	
							A-d	800-2	800-2	
							A-n	800-3	800-3	
OGDEN, UTAH Municipal Arpt. 4455' SBRAZ - DTV OGD Procedure No. 2 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 7/30/54 Major Changes: New format.	Corinne FM/HW (final) Ogden VOR	152 23.0 061 1.5	5500 11000	W side N crs. Beyond Corinne FM 11000 Approach must start from Corinne FM/HW at 11,000'.	5500	106 3.4		All Aircraft		Within 0.0 miles...climb to 9000' on west course OGD LFR. Note: Sliding scales NA except that landings are authorized down to one mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
							T-dn	400-1	400-1	
							C-d	1000-2	1000-2	
							C-n	1000-3	1000-3	
							A-d	1000-2	1000-2	
							A-n	1000-3	1000-3	
TAMPA, FLORIDA Peter O. Knight Arpt. 8' SBRAZ TPA Restricted Procedure No. 1 Amendment - Original Effective date: 7/15/54 This cancels unrestricted procedure, dated 12/27/50.	Tampa VOR	094 16.0	1500	S side SW crs. 210 outbnd 030 inbnd 1200' within 10 mi. (Beyond 10 mi. NA)	700'	055 2.7	2 Engine or less			Within 2.7 miles...climb to 1500' on NE crs. TPA - LFR within 10 miles. Note: Weather and communications service NOT available at this airport. Flights should contact Tampa Approach Control at Tampa International Airport for ATC clearance. Caution: Towers & bldgs. exceeding 400' immediately north of airport. *Authorized on South and SW take-offs only. Air Carrier use NA.
							T-dn	500-1	500-1	
							C-dn	300-1*	300-1*	
							S-dn 3	700-1	700-2	
							A-dn	500-1	500-2	
							More than 2 Engines			
							T-dn	NA	NA	
							C-dn		500-1	
							S-dn 3		300-1*	
							A-dn		700-2	
									500-2	
									NA	

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

BOISE, IDAHO Boise Air Terminal 2858' BVOR BOI Procedure No. 1 Effective date: 2/12/55 Amendment No. 2 Supersedes Amendment No. 1, effective date 5/25/53 Major Changes: Add final approach from Eagle FM; change missed approach procedure; lower circling minimum for Convair, Martin, DC-3; place procedure on new form.	Eagle FM (final) Boise LFR Boise LOM	121 10.0 255 2.0 202 0.4	3600 4000 4000	S side of crs. 272 outbnd 092 inbnd 4000' within 10 mi.	3600	092 4.4	2 Engine or less			Within 4.4 miles...turn right climb to 4000' on crs 272° outbnd; 092° inbnd within 10 mi BOI VOR. Or when directed by ARTC turn right climb to 4000' on northwest course BOI LFR, 30P outbound 12P inbound within 10 miles. *300-1 minimum for runway 16-34.
							*T-dn	300-1	300-1	
							C-dn	500-1	500-1.5	
							S-dn 10 L/R	400-1	400-1	
							A-dn	800-2	800-2	
							More than 2 Engines			
							*T-dn		200-0.5	
							C-d		600-1.5	
							C-n		700-1.5	
							S-dn 10 L/R		400-1	
							A-dn		800-2	

(1-11-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
COTULLA, TEXAS Cotulla Municipal Arpt 471 BVOR - VDT Procedure No. 1 Amendment No. 1 Effective date: 2/12/55 Supersedes Amdt. Original dated 8/27/51 Major Changes: Lowers minima. Adds transition from COT BMH.	Cotulla BMH	075 6.0	1600	N side crs. 075 outbnd 255 inbnd 1600 within 10 mi. (Beyond 10 mi NA.)	1100	255 5.8	2 Engine or less T-dn C-dn A-dn	300-1 400-1 800-2	300-1 500-1 800-2	Within 5.8 mi after passing VOR, turn left climb to 1600' radial 186 within 25 mi. Caution: 560' unlighted water tower 1 mi WSW.
DAGGETT, CALIFORNIA Daggett Arpt. 1927' BVOR - DAG Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 8/15/54 Major Changes: Show all data on front of form.	Daggett LFR	055 5.0	6000	N side crs. 053 outbnd 233 inbnd 6000' within 10 mi.	4000	233 4.1	All Aircraft *T-dn C-dn A-dn	2000-4 2000-4 2000-4	2000-4 2000-4 2000-4	Within 4.1 miles...climb to 6000' on course of 243 within 25 miles of VOR. Notes: *500-1 authorized for take-offs on runways 3 and 7.
DOUGLAS, ARIZONA Bisbee-Douglas INT. 4158' BVOR DUG Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 8/15/54 Major Changes: Shows all data on front of form.				N side crs. 298 outbnd 118 inbnd 7000' within 10 mi.	5200	118 4.6	All Aircraft T-d T-n C-d C-n A-d A-n	400-1 500-2 1000-2 1000-3 2000-2 2000-3	400-1 500-2 1000-2 1000-3 2000-2 2000-3	Within 0.0 miles...turn left (east) and climb to 10000' on outbound track of 289° within 25 miles of VOR. Shuttle: to 7000' on 298° outbound 118° inbound within 15 miles.
GILA BEND, ARIZONA AF AUX 858' BVOR GBN Procedure No. 1 Effective date: 2/12/55 Amendment No. 3 Supersedes Amdt. No. 2 dated 8/6/54 Major Changes: Shows all data on front of form.	Gila Bend LFR	314 0.5	3000	S side crs. 250 outbnd 070 inbnd 3000' within 10 mi.	1600	163 4.6	2 Engine or less T-d T-n C-d C-n A-d A-n More than 2 Engines T-d T-n C-d C-n A-d A-n	300-1 NA 700-1 NA 800-2 NA	300-1 NA 700-1 NA 800-2 NA 300-1 NA 700-1.5 NA 800-2 NA	Within 0.0 miles...climb to 5000' on course of 080° within 25 miles of VOR. Notes: Maneuvering area on south side final. approach course limited to 8 mile width by danger area.
HOBART, OKLAHOMA Municipal Arpt. 1562 BVOR - HBR Procedure No. 1 Amendment No. 1 Effective date: 2/12/55 Supersedes Amdt. Original dated 3/18/52 Major Changes: Raise minimum altitude over facility on final. Add night and straight-in authority, raise missed approach.				E side crs. 173 outbnd 353 inbnd 3000 within 10 mi. (Beyond 10 mi NA.)	2400	353 8.1	2 Engine or less T-dn C-dn More than 2 Engines T-dn C-dn S-dn All Aircraft A-dn	300-1 500-1 800-2	300-1 500-1 200-0.5 500-1.5 500-1 800-2	Climb to 2900 on radial 353 within 25 mi. Note: Night operations restricted to runways 35 and 17.
JUNCTION, TEXAS Kimble County Arpt. 1729 BVOR - JCT Procedure No. 1 Amendment No. 1 Effective date: 2/12/55 Supersedes Amdt. Original dated 3/18/54 Major Changes: Correct final approach course. Lower alternate minima. Raise missed approach altitude. Delete night authority.	Junction RBN	324 7.0		W side of crs. 321 outbnd 141 inbnd 3600 within 10 mi. (Beyond 10 mi NA.)	3100	141 6.8	2 Engine or less T-d C-d A-d More than 2 Engines NA	300-2 600-2 800-2 NA	NA NA NA NA	Within 6.8 mi climb to 3600 on radial 141 within 25 mi.
KLAMATH FALLS, ORE. Klamath Falls Arpt. 4088' BVOR LMT Procedure No. 1 Effective date: 2/12/55 Amendment No. 2 Supersedes Amdt. No. 1 dated 12/17/54 Major Changes: Correct the more than 2 engine take-off minimum.	INT. east course MFR LFR and 343 degree radial LMT VOR Klamath Falls LFR Klamath Falls LFR (final)	163 12.0 332 3.0 332 3.0	9000 8000 5900	E side crs. 152 outbnd 332 inbnd 8000' within 10 mi. (NA beyond 10 mi.)	5900	On Airport	2 Engine or less T-dn C-d C-n A-dn More than 2 Engines T-dn C-d C-n A-dn	1500-1 1800-1 1800-2 1800-2	1500-1 1800-1 1800-2 1800-2 1500-1 1800-1.5 1800-2 1800-2	Within 0.0 miles...turn left and climb to 9000' on 152° outbound course within 14 miles Klamath Falls VOR.
LAFAYETTE, LA. Lafayette Arpt. 41 BVOR - LFT Procedure No. 1 Amendment No. 1 Effective date: 2/12/55 Supersedes Amdt. Original dated 2/28/52 Major Changes: Airport elevation. Altitude over facility final. Change distance facility to airport Lower landing minima. Delete night operation runway 10/28. Add note.	Lafayette MH	168 4.0	1200	E side of crs. 165 outbnd 345 inbnd 1200 within 10 mi. (Beyond 10 mi NA.)	700	345 3.1	2 Engine or less T-dn C-dn S-l dn A-dn More than 2 Engines T-dn C-dn S-l dn A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5* 500-1.5 400-1 800-2	Within 3.1 mi climb to 1300 on radial 345 within 25 mi. Notes: Night operation NA on runways 10 and 28. *300-1 required for take-offs on runways 10 and 28.

(1-11-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

VHF OMNIRANGE (VOR) PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ., IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
MERCED, CALIFORNIA Municipal Arpt. 155' VORW MER Procedure No. 1 Effective date: 2/12/55 Original				E side SW crs. 108 outbnd 288 inbnd 1500' within 10 mi.	1000	288 7.3	2 Engine or less T-dn C-dn S-dn Rnwy 30 A-dn More than 2 Engines T-dn C-dn S-dn Rnwy 30 A-dn	 300-1 500-1 500-1 800-2 	 300-1 600-1 500-1 800-2 200-0.5 600-1.5 500-1 800-2	Within 7.3 miles...turn left and climb to 2000' on course of 108° from MER VOR.
MISSOULA, MONTANA Missoula County Arpt. 3203' BVOR MSO Procedure No. 1 Effective date: 2/19/55 Original	Alberton FM (final) Missoula LFR	097 17.0 120 2.5	6200 6200	*N side crs. 277 outbnd 097 inbnd 8000' within 10 mi.	6200	facility on airport	All Aircraft T-dn C-dn A-dn	 2500-2 3000-2 3000-2	 2500-2 3000-2 3000-2	Within 0.0 miles turn right and climb to 9000' on course 276° outbound from MSO-VOR within 10 miles. *Procedure turn north for more favorable terrain.
NEEDLES, CALIFORNIA Municipal Arpt. 990' BVOR - DTV EED Procedure No. 1 Effective date: 2/12/55 Amendment No. 2 Supersedes Amdt. No. 1 dated 8/6/54 Major Changes: Show all data on front of form.	Needles LFR	093 7.5	4500	N side crs. 085 outbnd 265 inbnd 4500' within 10 mi. (NA beyond 10 mi.)	3000	257 8.4	All Aircraft T-d T-n C-d C-n A-d A-n	 1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	 1000-2 1000-3 1000-2 1000-3 1000-2 1000-3	Within 6.0 miles...turn right and climb to 7000' on course of 322° within 25 miles of VOR. Shuttle: To 6000' on course of 265° outbnd, 085° inbnd, within 15 miles.
OGDEN, UTAH Municipal Arpt. 4455' BVOR - DTV OGD Procedure No. 1 Effective date: 2/12/55 Amendment No. 3 Supersedes Amdt. No. 2 dated 8/6/54 Major Changes: Show all data on front of form.	Huntsville FM Ogden LFR Corinne FM/HW (final)	244 20.0 246 1.0 148 23.0	11000 11000 5400#	W side crs 328 outbnd 148 inbnd 7500' within 10 mi.	5400	098 4.3	All Aircraft T-dn C-d C-n A-d A-n	 400-1 800-2 800-3 800-2 800-3	 400-1 800-2 800-3 800-2 800-3	Within 0.0 miles...climb to 9000' on outbound track of 259° within 25 miles of OGD VOR. Shuttle: To 10,000' on 328° outbound, 148° inbound within 20 miles. All turns west. Notes: Sliding scales NA except landings are authorized down to 1 mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL. #Descent below 10,000 feet MSL NA until 13 miles south of Corinne FM/HW.
OGDEN, UTAH Municipal Arpt. 4455' BVOR - DTV OGD Procedure No. 2 Effective date: 2/12/55 Amendment No. 2 Supersedes Amdt. No. 1 dated 8/6/54	Huntsville FM Ogden LFR Corinne FM/HW Layton FM (final)	244 20.0 246 1.0 148 23.0 329 11.0	11000 11000 10000 5400	W side crs. 149 outbnd 329 inbnd 7500' within 10 mi.	5400	098 4.3	All Aircraft T-dn C-d C-n A-d A-n	 400-1 800-2 800-3 800-2 800-3	 400-1 800-2 800-3 800-2 800-3	Within 0.0 miles...climb to 9000' on outbound track of 259° within 25 miles of OGD VOR. Shuttle: To 10,000' on 328° outbound, 148° inbound, within 20 miles. All turns west of track. Notes: Sliding scales NA except landings are authorized down to 1 mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.
POCATELLO, IDAHO Phillips Field 4448' BVOR - PIH PIH ILS LOM Procedure No. 2 Effective date: 2/12/55 Amendment: Original	Pocatello LFR	217 3.5	6500	*NW side crs. 027 outbnd 207 inbnd 6000' within 15 mi of PIH-VOR. (Beyond 15 mi NA.)	PIH-ILS outer marker 5600'	PIH outer marker 207° 4.2	2 Engine or less T-dn C-d C-n S-dn Rnwy 21 A-dn More than 2 Engines T-dn C-d C-n S-dn Rnwy 21 A-dn	 300-1 500-1 500-2 400-1 800-2 	 300-1 600-1 600-2 400-1 800-2 200-0.5 600-1.5 600-2 400-1 800-2	Within 4.2 miles from PIH-ILS outer marker proceed to station climbing. Continue climb to 6500' on the 234 radial of PIH-VOR within 25 miles. *Make procedure turn after passing PIH-ILS outer marker. Caution: 5000' MSL terrain located 3 miles southeast of airport.

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ., IDENT / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT.(S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS., TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
JOHNSTOWN, PA. Johnstown Arpt. Procedure No. TVOR - 5	Correct Airgi Vol. 9, No. 20 dated 12/14/54 column 1 - effective date to read:					1/1/55 instead of	1/22/55.			
WATERLOO, IOWA Municipal Arpt. 870' BVOR - ALO TVOR - 6 Effective date: 2/5/55 Amendment No. 1 Supersedes No. Original dated 9/10/54 Major Changes: More than 2 eng added in lieu of 4-eng or more. Procedure turn limited to 10 mi - criteria. Brng & dist changed, item 7 - criteria.				S side of crs. 232 outbnd 052 inbnd 2300' within 10 mi.	1700'	062 0.5	2 Engine or less T-dn C-d C-n S-dn 6 A-dn More than 2 Engines T-dn C-dn S-dn 6 A-dn	 300-1 800-1 800-1.5 800-1 800-2 	 300-1 800-1.5 800-1.5 800-1 800-2 200-0.5 600-1.5 800-1 800-2	Within 0.0 miles...climb to 2100' on radial 072° within 12 miles.

(1-11-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
BOISE, IDAHO Boise Air Terminal 2858' ILS IBOI LOM BOI Combination Procedure No. 1 Effective date: 2/12/55 Amendment No. 7 Supersedes Amdt. No. 6 ILS effective 8/11/52 & Amendment No. 1 ADF effective 1/29/52 Major Changes: Combine ILS-ADF procedure on one form; lower Convair Martin DC-3; Circling minimums; Add final approach from Eagle FM.	*Eagle FM (ILS only)	northwest crs ILS	140 8.0	4000	W side NW crs. 276 outbnd 096 inbnd 4000' within 10 mi.	ILS 3900 4.4 ADF 3900 over LOM	3900 4.4	3055 0.7	2 Engine or less			Within 4.4 miles...after passing LOM (ADF) turn right climb to 4000' on northwest course BOI/LFR, 301° outbound 121° inbound within 10 miles. *Straight-in approaches authorized after these transitions:
	Boise LFR	LOM	256 2.0	4000					T-dn	200-0.5	200-0.5	
	Boise VOR	LOM	022 0.4	4000					ADF	300-1	300-1	
	*Eagle FM	LOM	130 10.6	4000					C-dn	500-1	500-1.5	
									S-dn			
									10 L	200-0.5	200-0.5	
									ADF	400-1	400-1	
									10 L/R			
									A-dn	600-2	600-2	
									A-n	600-2	700-2	
									ADF	800-2	800-2	
									More than 2 Engines			
									T-dn		200-0.5	
									C-d		600-1.5	
									C-n		700-1.5	
									S-dn		200-0.5	
									10 L			
									ADF		400-1	
									10 L/R			
									A-d		600-2	
									A-n			
									ADF		800-2	
									A-dn			
EL PASO, TEXAS International Arpt. 3936 ILS - IELP LOM - EL Combination ILS - ADF Procedure No. 1 Amdt. No. 7 Eff. Date: 2/19/55 Supersedes ILS Amdt. 6, 5/20/53 and ADF Amdt. 1, 8/1/50. Major Changes: ADF procedure added to this form. Newman trans. changed. Variation change. Add glide slope not utilized note.	ELP - VOR	OM	318 4.5	5000	N side of NE crs. 038 outbnd 218 inbnd 5000' within 10 mi. (NA beyond 10 mi.)	ILS 5000 4.3 ADF 4500 over LOM	5000 4.3	4120 0.3	2 Engine or less			4.6 mi after passing LOM (ADF) turn left to 125°M and climb to 5000'; intercept and proceed South on S crs ELP-LFR (151°), or, when directed by ATC intercept and proceed south on radial 151° ELP VOR, within 25 miles. Straight in ILS minimums are 400-0.75 when glide slope not utilized. Caution: No approach lights.
	ELP - LFR		327 4.0	5000					T-dn	300-1	300-1	
	Hueco Mt. FM	LOM	269 20.0	7000					C-dn	400-1	500-1	
	Newman MHW	LOM	193 8.0	5000					S-dn			
	Int. W crs ELP LFR & NE crs ILS	LOM	038 6.0	5000					22			
									ILS	300-0.75*	300-0.75*	
									ADF	400-1	400-1	
									More than 2 Engines			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-dn			
									22			
									ILS		300-0.75*	
									ADF		400-1	
	*Note: 200-0.5 authorized when the length of runway available exceeds by 3,000 feet the runway length required by applicable aircraft performance requirements of the CAR's and high intensity runway lights are operating on the full length of the runway.								All Aircraft			
									A-dn			
									ILS	600-2	600-2	
									ADF	800-2	800-2	
FORT SMITH, ARK. Municipal Arpt. 460 ILS - IFSM LOM - FS Combination ILS & ADF Procedure No. 1 Amendment No. 2 Effective date: 2/19/55 Supersedes ILS Procedure No. 1, 4/21/53 and LOM ADF Procedure No. 1, 4/21/53 Major Changes: Revise notes.	Ft. Smith VOR	OM	192 3.0	1600	N side of crs 073 outbnd 253 inbnd 1800 within 10 mi. (Beyond 10 mi. NA.)	ILS 1700 ADF 1100 over LOM	1615 4.0	660 0.6	2 Engine or less			Climb to 1800 on radial 235. 4.0 mi after passing LOM (ADF) climb to 1800 on crs of 253 within 15 mi. NO APPROACH LIGHTS. Sdn ILS 500-0.75 required when GS not utilized. Air Carrier Notes: 300-1 required for T.O. runway 1-19. Preface page paragraphs 26, 27 and 37 NA.
	Int. E crs ILS & 108 bearing from Van Buren "H"	LOM	253 12.0	1600					T-dn	300-1	300-1	
	Int. E crs ILS & radial 90 FSM VOR	OM	253 11.0	1600					C-d	600-1	600-1	
	Int. E crs ILS 160 bearing from Van Buren "H"	LOM	073 4.0	1700					C-n	600-2	600-2	
	Van Buren "H"	LOM	142 12.0	2000					S-25			
									ILS dn	300-0.75	300-0.75	
									ADF dn	500-1	500-1	
									More than 2 Engines			
									T-dn	200-0.5	200-0.5	
									C-d		600-1.5	
									C-n		600-2	
									S-25			
									ILS dn		300-0.75	
									ADF dn		500-1	
									All Aircraft			
									A-dn			
									ILS	600-2	600-2	
									ADF	800-2	800-2	

(1-11-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: I I SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BOISE, IDAHO Boise Air Terminal 2858' LOM BOI Procedure No. 1 Effective date: 1/29/52 Amdt. M-1	Superseded by combination ILS-ADF procedure dated Feb. 12, 1955.									
EL PASO, TEXAS International Arpt. 3936 LOM - EL Procedure No. 1 Amdt No. 1 August 1, 1950	Superseded by combination ILS-ADF procedure No. 1 dated Feb. 19, 1955.									
FORT SMITH, ARK. Municipal Arpt. 460 LOM-FS Procedure No. 1 Amdt. No. 2 Effective date: 4/21/53	Superseded by combination ILS-ADF procedure dated Feb. 19, 1955.									
LAS VEGAS, NEVADA Nellis A. F. B. 1888' SBMRAZ - VDT LAS Procedure No. 1 Effective date: 2/12/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 8/16/54 Major Changes: New format.	Instrument approach procedure to be conducted in accordance with USAF procedure as published on C & GS Chart AL-227 RNG.							All Aircraft		
							T-dn	800-2	800-2	
							C-dn	1500-2	1500-2	
							A-dn	1500-2	1500-2	
NEW ORLEANS, LA. New Orleans Arpt. 8' SBRAZ - VDT MSY Procedure No. 1 Amendment No. 1 Effective date: 2/19/55 Supersedes Amdt. Original dated 2/1/52 Major Changes: Provides new transitions. Changes FM name. Lowers altitude over FM on final. Adds notes.	New Orleans VOR	060 6.0	1400	S side of crs. 272 outbnd 092 inbnd 1400 within 10 mi. (Beyond 10 mi. NA.)	900' over LFR and over Bayou St. John FM*	LFR to arpt. 066 10.6 ----- Bayou St. John FM to arpt. 066 3.2	2 Engine or less			Within 3.2 mi after passing Bayou St. John FM, turn right, climb to 1400' on crs. of 073 within 25 mi. *If Bayou St. John FM not received, descent below 900' NA. Night operation NA runways 9/27 & 5/23. Air Carrier Note: Preface page paragraph 37(a) NA on runway 23.
	Int. 360° bearing to La-Place MHW (final)	092 17.0	900				T-dn	300-1	300-1	
							C-dn	500-1	500-1	
							A-dn	800-2	800-2	
	Radar vectoring approved from any point in terminal area to LFR at transition altitude of 1500'. Radar control must provide 3 mile lateral or 1000' vertical separation from 623' radio tower located 10.2 miles SE of MSY LFR.						More than 2 Engines			
							T-dn		300-1	
							C-dn		500-1.5	
							A-dn		800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(1-11-55)

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AIRMAN'S GUIDE

SPECIAL NOTICE
Aeronautical Chart
Corrections p. 27

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS - See page 40

RADIO FACILITY DATA Page 2
NOTICES TO AIRMEN Page 26

VOL. 9, NO. 23.... JANUARY 25, 1955

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•———	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	COCA	—•—•	L	LIMA	•—••	U	UNION	••—
D	DELTA	—••	M	METRO	——	V	VICTOR	•••—
E	ECHO	•	N	NECTAR	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	EXTRA	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach systen.
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH faciiities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription. $2.75, domestic; $3.75, foreign; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(1-29-55)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance (PPI).

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or PPI APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville Air Defense Identification Zone.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control. Guards 122.7. Does not guard 122.5.
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Dallas- Love Fld., Texas	341, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	Hrs of opern: 0700-2300 Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control Guards 122.7. Does not guard 122.5.
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc,	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control Guards 122.7. Does not guard 122.5.
Norfolk Arpt., Va.	239, 278 kc; 108.7, 109.9, 119.9, 121.1, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 118.1, 120.7, 126.5, 263.0, 348.6 mc	ASR	Guards 122.1. Limited Arrival & Departure Control PPI approaches unavailable to runways 22, 31 and 13
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Philadelphia Intnl. Arpt., Pa.	278 kc; 118.1, 118.5, 121.7, 121.9, 126.18, 142.74, 257.8 mc	ASR	Departure Control
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control PPI apchs not authorized.
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	120.5, 137.88, 270.6, 119.3, 121.1, 3638, (req 126.18, 134.1, 136.8, 236.6, 142.02, 275.8, 225.4, 379.4)	ASR-PAR	Radar vectoring for training purposes only.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival and Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight & Whitted Arpts. PPI not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8	ASR-PAR	Arrival and Departure Control. Runway 34

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. LOM is Canoga Park MHW.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7)	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	219 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L5)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-usable from 40 mi to within 1-1/2 mi of Arpt.
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.67	201 UX	4.58	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan* (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB	110.3W	INR	335	155	0.66	201 NR	6.12	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	362 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.66	206 NK	4.34	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	251 DU	4.43	281 RD	BC-unusable
Wilmington-New Hanover Co.	110.3					201 MN		219 IM	LMM lctd 0.66 mi; LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express					0.59	201 OL	4.97	219 TO	(LMM & LOM unmonitored 2330-0700)
Youngstown	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac.
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Briston-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.30		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	126	0.7	201 YR	5.3	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	
Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell	110.3	MKE	335	5.3	0.67	201 KE	4.6	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	233;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 252 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4 ,122.2	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),#,255.4	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	293		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
(1)Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),#,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;118.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		4 A 96 N 184 A 297 N
Canoga Park	MHW	OGA	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5, 126.7, 122.2	(3),#,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		75 A 145 N 255 A 325 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 134 N 248 A 314 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#	31 A 150 N 211 A 330 N
Farallon Island	HW	R	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5, 126.7, 122.2	(3),#,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7,126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3),255.4	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.8,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(1),#,122.7	
"	Center		120.3,301.4,118.9,132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5, 122.2, 126.7, 255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5, 126.18, 142.74 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5, 122.2, 126.7,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7, 122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3, 132.3, 301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5, 122.2, 126.7, 255.4	(3),#	DME
" Intnl	C(g)		219;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.18, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	HZ	SBD	397		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,138.78, 142.74, 243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5,120.5,243.0,257.8	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	114.3;V;121.5,126.7,122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 ,257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3), #, 255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230; 136.8,126.18, 121.1,121.5,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington	Center		120.3,132.3,135.9,120.5,125.1, 137.88,125.9,255.4,125.7, 119.7,135.0,301.4,250.2, 318.2,348.6	#-125.1 (125.7,125.9, req only)	
(1) "	*TVOR	DCA	116.2		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	91 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF			135.9,126.18, 137.88,121.5, 1[illegible]8,122.1,126.7	
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7, 122.2 ,255.4	(3),#	32 A 135 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2,	(3),255.4	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.5,121.5,126.18	(2),#	
Ft. Lauderdale Broward Co. Int.	CI		272;121.3	(2), #	(0700-2300)
Ft. Myers	SBRAZ-DTV	FMY	341;V;121.5,126.7, 122.2	(3),#,255.4	43 A 170 N 223 A 306 N
(1) "	BVOR	FMY	114.7		
Homestead INSACS-Miami	SMRLZ-DTV	HST	266;V;126.7,122.2, 255.4	(3),#	35 A 88 N 197 A 268 N
Jacksonville	SBRAZ-DTV	JAX	344;V;126.7,122.2, 255.4	(3), #	89 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
"	Center		120.5,301.4	#	
" NAS	SMRLZ	NIP	215; 126.18,142.74, 233.8	(1); #	89 N 179 A 269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,255.4	(3),#	18 N 87 A 168 N 251 A
(1) "	BVOR	EYW	115.3		DME
(3) Lakeland	VORW	LAL	116.0		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7, 122.2;275	(3), #, 255.4	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,255.4,126.7, 122.2	(3),#	68 A 158 N 248 A 338 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,255.4	(3) ,#	93 A 172 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1, 126.18,257.8.	(2),#	
"	Center		118.9,120.3,301.4	#	
" Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
Orlando Arpt	AC(g)		278;118.7,257.8,121.5,126.18	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	368	(2)	41 A 131 N 221 A 311 N
"	HW	AAN	203		
"	VORW	PAM	112.4		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2, 121.5 ,255.4	(3),#,255.4	78 A 161 N 232 A 341 N
" Hagler	AC(g)		219;119.9,121.5,132.3,257.8	(2),#	(0700-2300)
" Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1); #	35 A 102 N 215 A 282 N
St. Petersburg Pinellas Co.	CI		317;118.3	(2),#,121.5, 126.18	(0700-2400)
Sanford NAAS	HW	NRJ	532		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,255.4, 122.2	(3),#	9 A 116 N 189 A 265 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC		281;118.7,121.5,126.18	(2),#	
Tampa	SBRAZ-DTV	TPA	388;V; 121.5, 122.2, 126.7, 255.4	(3)	30 A 175 N 235 A 315 N
(1) "	BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5,257.8	(2),#,243.0	
" MacDill AFB	RAPCON (Center)		116.5,118.5,119.3, 121.5, 126.5, 136.8, 137.88, 142.02, 301.4, 243.0, 270.6, 335.8, 363.8	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,255.4, 122.2	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
"Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Wetappo (A)	MHW	WAP	215		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7,122.2	(3),#,255.4	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2, 126.7	(3),#,255.4	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2, 121.5	(3),#	50 A 154 N 235 A 324 N
(1) "	BVAR	ATL	109.1		6 BA 96 NB 186 YN 276 AY
(1) "	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18, 120.7,119.5	(2),#	
"	Center		120.3,132.3,118.9,301.4	#	
" NAS	MRLZ	NCQ	323; 121.5, 126.18, 142.74, 233.8, 243.0,	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2	(3),255.4	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Brunswick	BMH-TV	SSI	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5 142.74	59 A 142 N 239 A 322 N
Campbellton	SMRLWZ	CPN	314		4 A 82 N 184 A 250 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,126.7, 122.2	(3), #, 255.4	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230	(3),#,255.4	DME
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta, Dobbins AFB	MHWZ	MGE	239		
Ray City (A)	MHW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
Savannah	SRMRLZ-DTV	SAV	263;V;126.7,122.2, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	VORW	SAV	112.7		
" Travis	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
Valdosta	BMH-TV	VLD	224;V;121.5,126.7, 122.2 ,255.4	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	350;V;126.7,121.5, 122.2	(3),#,255.4	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7	(3),#,255.4	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2	(3),#,255.4	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,126.7,122.2	(3),#,255.4	
Idaho Falls	SBRAZ-DTV	IDA	359;V;121.5,122.2, 126.7	(3),#,255.4	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;121.5,122.2, 126.7	(3),#,255.4	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
"	*TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5,122.2	(3),#,255.4	56 A 146 N 236 A 326 N
(1)	BVOR	PIH	114.9		
" Phillips	C(g)		278;119.1,121.5	(2),#,126.18	0800-1600
(1)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
"	VORW	BLV	112.2		
Bradford	BMH-DTV	BDF	382;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	CHI	350;V;126.7 ,122.2, 255.4	(3) , #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	CI		206;121.3,121.5,126.18	(2), #	(sunrise-2200)
" Midway	AC (g.7)		278;118.7,126.18,121.5, 120.7,119.5,118.1,119.9, 257.8	(1),#,122.7	
(1) " "	TVOR	CHI	116.2		(test basis)
"	Center		118.9,120.9,301.4,125.1	#	
" O'Hare	AC(g)		332;118.3,126.18,121.5, 236.6	(2),#	
" "	UHF/DF			236.6	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham INSACS-Vandalia	BMRLZ-DTV	EFF	275;V;121.5,122.2,126.7	(3),# ,255.4	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18, 135.9, 142.74, 233.8, 243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2, 126.7	(3),#,255.4	30 A 68 N 210 A 248 N
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7, 255.4,122.2	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Arpt	C(g)		332;118.5,121.5,257.8	(2), #	
(1)Naperville INSACS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2,126.7	(3),#,255.4	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2, 126.7	(3),#,255.4	89 N 182 A 254 N 358 A
" Arpt	C		278;119.1,126.18	(2),#	
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2,126.7	(3),#,255.4	
"	BMH	UIN	293		
Rantoul, Chanute AFB	MRAZ	RAN	365		43 A 133 N 223 A 313 N
Rockford	SBRAZ-DTV	RFD	338;V;121.5,122.2,126.7	(3),# ,255.4	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	C(g)		281;120.7,121.5,257.8	(2),#	
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2,126.7	(3),# 255.4	DME
INDIANA					
Columbus, Atterbury AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;126.7,122.2,255.4	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3	#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7,255.4	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,243.0,257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7,255.4	(3), #	
" Arpt	C(g)		278;119.3,121.5,257.8	(2), #	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	HW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	227;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,236.2	(2),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	392		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 348.6	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		
(1)Corbin INSACS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
Covington See Cincinnati, Ohio					
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5	(2),#	
Belle Chase	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor INSACS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1)Kennebunk INSACS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Loring AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5	(1),#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5, 126.18, 236.6, 243.0	(1),#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews INSACS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

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AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8 mc	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	MHW	CAD	269	[redacted]	
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 164 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5, 124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7,255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0,257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2, 126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2 ,126.7	(3),# ,255.4	22 A 112 N 202 A 292 N
MICHIGAN					
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),# ,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212V;121.5,122.2,126.7,255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2 ,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),# ,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,257.8	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3 ,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR- DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
St. Paul " Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
Stanton	MHW	SYN	206		

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7, 122.2;272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	400;V;121.5,126.7,122.2	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	371;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2,255.4,243.0	(3),#-243.0	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	51 A 141 N 220 A 321 N
(3) "	VORW	EKO	116.2		
Fallon	SBRAZ [redacted]	FFN	230 [redacted]	[redacted]	10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INSACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#,255.4	93 N 168 A 273 N 348 A
NEVADA					
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,1195,142.74, 233.8,243.0,132.3,236.2,236.6	(2),#	77 A 174 N 257 A 354 N
"	HW	NBB	414		
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdabcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.5,119.3	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.3		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2) ,#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1).	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req)	(2),#	(08-24 wkdys, 09-17 Suns)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	43 A 132 N 223 A 274 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg INSACS-Burlington, Vt.	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18,. 121.5,257.8	(2),#.	
" "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	88 A 178 N 268 A 358 N
" Douglas	AC(g)		269;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		219;119.1,121.5,126.18,257.8	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
"	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
New River MCAF	MHW	NCA	356		
Raleigh	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Durham	AC(g)		266;119.5,126.18,121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVOR	IMN	113.6		
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	338;V;121.5,126.7, 122.2	(3),#,255.4	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),# ,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2	(3),#,255.4	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Chesapeake	(See Huntington, W. Va., page 24)				
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	C(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A. 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379; 121.5, 126.18,137.88 236.6, 243.0, 363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7	(3),#,255.4	24 N 95 A 162 N 273 A
"	LVOR	TOL	113.6		
" Express	AC(g)		263;119.3	(2),#	(0730-2330)
(1) Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1)#,121.5,122.5	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor, category (3) 2300-0600		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	AC(g)		272;118.3,121.5, 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
" "	RAPCON (Center)		119.3,120.5,121.1,137.88, 270.6,363.8 (req 126.18, 134.1,136.8,142.02,255.4, 236.6,275.8,379.4)	(2),#	Radar vectoring for training purposes only.
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	65 N 177 A 245 N 331 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
(1) Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8,243.0	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	S BMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	60 A 105 N 240 A 299 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
Bradford	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3),#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,126.7	(3),#,255.4	
	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5	(2),#	
"Greater Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8,236.6	(2),#	
"	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2	(3),#,255.4	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,126.18,257.8 121.5	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5,126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		50 A 114 N 230 A 300 N
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	70 N 180 A 247 N 360 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	73 A 154 N 253 A 334 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLZ	NIR	355;121.5,132.3,142.74	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	SMRLWZ	NGP	248;121.5,140.58,14274, 233.8,243.0,250.6	(1),#	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8 ,119.5	(2),#	
Del Rio	HW	DLF	287		
Laughlin AFB					
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	C(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122,2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2 ,121.5 ,243.0	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8,243.0	(2),#,141.3	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(3)Marfa	VORW	MRF	115.9 [redacted]	[redacted]	
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		53 A 143 N 233 A 323 N
" Randolph AFB					
San Diego (N)	MHW	NKS	335		
San Marcos Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7 ,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise INSACS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3)Milford	*VORW	MLF	112.1		DME unmonitor
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
[redacted]	[redacted]		[redacted]	[redacted]	
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,257.8	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola INSACS-Wash., D.C.	SBRAZ-DTXV	ARV	233;126.7,122.2 ,121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock INSACS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
(1)Herndon INSACS-Wash., D.C.	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello INSACS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
Newport News Patrick Henry	C(g)		317;118.5,121.5	(2); #	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3)	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8,118.1, 120.7,126.5,263.0,348.6	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	7 A 97 N 187 A 277 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(1-25-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8,, 243.0	(1); #	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 303 A
"					
" Byrd	AC(g)		396;119.5,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
"Woodrum	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HW	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8,119.9	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,142.74, 233.8,243.0,(132.3,135.9 on req)	(1);#,(132.3, 135.9 on req)	53 A 143 N 233 A 323 N
" "	HW	WN	532		
" "	HW	MWG	404		
Shelton	MRLWZ	SHN	371		44 A 140 N 224 A 320 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea.only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353; 121.5, 132.3, 236.2, 243.0,	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,121.5	(3),#,255.4	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
Manitowoc (P)	J		278	(2)	(0800-sunset)
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset) (On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567,	121.5,122.1, 126.7;6567,	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVER FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

✓ LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

ARB	Aberdeen, S. Dak., Saunders Airport (Name change)
BSP	Blue Springs, Mo., VOR (Assignment)
CZV	Chula Vista, Calif., Brown Field NAAS (Assignment)
LSM	Lost Mountain, Ga., Radiobeacon (Assignment)
MMK	McAllen, Texas, REP (Deletion)
SHW	Shawnee, Okla., Shawnee Airport #1 (Deletion)
SJP	San Juan, P.R., Radiobeacon (Assignment)
SZN	Santa Cruz Island, Calif. (Assignment)

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, No. 22, dated January 11, 1955 as follows:

(1) Page 3 - On Request Reporting Points: Canby (VHF) Intersection and Washougal (VHF) Intersection by changing Newberry, Oregon to read: Newberg, Oregon. LaCenter (VHF) Intersection to read: 20° magnetic bearing from Sauvies Island, Oregon, instead of to Sauvies Island.

(2) Page 3 - Non-Standard Holding Patterns - Item 2- Washington Intsx should read: Washington (LFR).

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 21 - under Florida - change Jacksonville WB telephone number to read: ELgin 3-7370.

(2) Page 22 - under Indiana - change Goshen CAA telephone number to read: 3-1905.

(3) Page 22 - under Indiana change South Bend WB telephone number to read: CEntral 3-6001

(4) Page 22 - under Michigan change Marquette WB telephone number to read: CAnal 6-6611

(5) Page 47 - revised to show correct telephone numbers and/or addresses as follows:

46th Air Rescue Squadron
Chicopee 3-6411, Ext. 424, 655
Holyoke 2-1421, Ext. 424, 655

48th Air Rescue Squadron
Eglin Air Force Base
Valparaiso, Florida

47th Air Rescue Squadron
Hudson 6-7182, Ext. 570, 571

49th Air Rescue Squadron
Howard 3-0511, Ext. 3105

and further amended by adding the following:

RCC, 25th Air Division,
McChord Air Force Base
Tacoma, Washington
Lakewood 5254, Ext. 287

RCC, 31st Air Division
Fort Snelling
Minneapolis, Minnesota
Parkway 1-2915, Ext. 7

RCC, 26th Air Division
Roslyn, Long Island, N.Y.
Roslyn 3-2600, Ext. 274, 131

NOTE: RCC at Fort Snelling is on Rescue Liaison Officer Status only.

RCC, 27th Air Division
Norton Air Force Base
San Bernardino, California
San Bernardino 7211, Ext. 3291

RCC, 32nd Air Division
Syracuse, New York
Syracuse 5-42411, Ext. 105, 289

RCC, 28th Air Division
Hamilton Air Force Base
Hamilton, Califonria
Tucker 3-7711, Ext. 2-2204

(6) Page 66 - Delete the material concerning Radar Monitoring of Instrument Approaches and substitute the following:

At CAA radar locations, all instrument approaches on the ILS or other letdown facilitites which are made within the coverage of the precision radar equipment (PAR) will be observed whenever the weather is below the basic VFR minimums (1000 and 3). Radar advisory information will be furnished to a pilot:

a. Automatically when an approach can be observed on PAR and the ceiling and/or visibility is below the highest circling minimum for the airport; or
b. When radar observation reveals a situation or an emergency which, in the opinion of the controller, can affect the safety of the flight.

Prior to starting final approach, the pilot will be advised of the frequency on which the advisories will be transmitted. This will normally be the ILS localizer voice channel. If radar advisories cannot be furnished for any reason, the pilot will be so advised.

Radar advisories will be terminated when the pilot reports contact or that he has the runway in sight.

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting point has been established.

(1) KEENE INTERSECTION - intersection Gardner, Massachusetts, VOR direct radial to Keene, New Hampshire, "MH" facility with Concord VOR en route radial on Victor 93.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established.

(1) SALINA, KANSAS (VOR) - Direction of holding - N; direction of turn - RIGHT; time - one minute; minimum altitude- 2800'.

(2) TOPEKA, KANSAS, (LFR) - Direction of holding - NE; direction of turn - LEFT; time - one minute; minimum altitude - 3000'.

The following non-standard holding pattern is amended to read:

(3) KANSAS CITY L/MF RADIO RANGE - direction of holding - NW; direction of turn - LEFT; time - one minute; minimum altitude - 2400'

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: Effective immediately the following ARTC and Flight Advisory area boundary is established as follows:

(1) CLEVELAND-NEW YORK ARTC and FLIGHT ADVISORY AREA BOUNDARY is established on Victor 170 by extending the present boundary line from the eastern edge of Victor 33 (25 statute miles northwest of Philipsburg VOR) in an easterly direction to the intersection point of the northeast edge of Victor 170 with the northwest edge of Victor 35 (approximately 10 statute miles northeast of the Lock Haven Intersection).

✓ AERONAUTICAL CHART CORRECTIONS: Correct the following aeronautical charts as indicated:

(1) Miles City Sectional Chart dated October 13, 1954 - Add control area extension 5 statute miles on both sides of NW course of Miles City radio range to a point 30 statute miles from the radio range station.

(2) WAC No. 267 dated November 5, 1954 - Add Control area extension 5 statute miles on both sides of NW course of Miles City radio range to a point 30 statute miles from the radio range station.

(3) RF Chart RF1 7th Edition dated December 21, 1954 - correct the minimum en route altitude eastbound on VOR civil airway No. V-2 between Spokane, Washington and Rockford fan marker from 5,000 feet to 9,000 feet.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

New York	Winston-Salem	Pittsburgh Local
Norfolk	Cleveland Local	WAC 359
Washington	New York Local	WAC 360

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Casper	1-11-55	Lincoln	1-17-55	Honolulu Local	1-17-55
Cheyenne	1-11-55	Salina	1-17-55	WAC 217	1-11-55
Denver	1-11-55	Trinidad	1-13-55	WAC 265	1-12-55
Des Moines	1-13-55	Tulsa	1-17-55	WAC 306	1-17-55
Dubuque	1-12-55	Wichita	1-11-55	3073	1-11-55

Instrument Flight Charts

released since January 3, 1955

AL	58	RNG	Logan Airport	AL 114	ILS Stapleton Airfield
AL	61	RNG	Rio Grande Int'l	AL 134	ILS El Paso Intn'l Apt.
AL	88	RNG	Columbia Airport	AL 316	ILS Pendleton Apt
AL	146	RNG	Lawson AFB	AL 570	ILS-2 Greater Pittsburgh
AL	254	RNG	Key Field	AL 634	ILS Walker Field
AL	257	RNG	Miami Int'l Apt.	AL 652	ILS Worcester Apt.
AL	316	RNG	Pendleton Apt.	AL	12 ADF Kirtland AFB
AL	387	RNG	Craig AFB	AL	40 ADF Ryan Airport
AL	401	RNG	Spartanburg Apt.	AL 316	ADF Pendleton Apt.
AL	408	RNG	Stuttgart Apt.	AL 435	ADF Moody AFB
AL	422	RNG	Toledo-Winlock	AL 443	ADF-3 Wash. Nat'l Apt.
AL	435	RNG	Moody AFB	AL 466	ADF Youngstown Airport
AL	462	RNG	Winslow Apt.	AL 547	ADF Norton AFB
AL	629	RNG	MCAS El Toro	AL 570	ADF-2 Greater Pittsburgh
AL	642	RNG	Saunders (Aberdeen)	AL 580	ADF-1 Bolling AFB
AL	40	ILS	Ryan Apt.	AL 636	ADF Muscogee Co. Apt.
AL	94	ILS-2	Port Columbus Apt.	AL 637	ADF Goodwin Field

AL 652 ADF	Worcester Airport		AL 368 VOR	Goodfellow AFB
AL 697 ADF	Blue Grass Field		AL 374 VOR	NAS North Island
AL 15 VOR	Allentown Apt.		AL 443 VOR	Wash. Nat'l Apt.
AL 40 VOR	Ryan Airport		AL 637 VOR	Goodwin Field
AL 61 VOR	Rio Grande Int'l		AL 643 VOR	Modesto Airport
AL 200 VOR	Hutchinson Apt.		AL 697 VOR	Blue Grass Field
AL 251 VOR	Medford Airport		AL 858 VOR	Paso Robles Co. Apt.
AL 316 VOR	Pendleton Apt.		AL 941 VOR	Darby Airport
AL 344 VOR	Bidwell Airport		AL 966 VOR	Dyersburg Airport
AL 365 VOR	Salt Lake Mun. No 1		OP 69	Burlington Mun Apt.
RF/VOR 3, 4			OP 165	Grandview AFB

RF San Antonio Terminal Area
RF U.S. Check List

NEW CHARTS

AL 326 ADF-2	Pittsburgh, Penna.	Allegheny County Airport
AL 791 ADF	Berlin, New Hampshire	Berlin Airport
AL 794 ADF	Victorville, Calif.	George AFB
AL 259 VOR	Miles City, Montana	Miles City Airport
AL 401 VOR	Spartanburg, S. C.	Spartanburg Airport
AL 961 VOR	Moses Lake, Washington	Larson AFB.
OP 334	Pueblo, Colorado	Pueblo Memorial Airport
OP 586	Shawnee, Oklahoma	Shawnee Airport
OP 978	McAlester, Oklahoma	McAlester Airport

✓ ADDITIONAL AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Vol. 9, No. 22, dated January 11, 1955 as follows:

(1) Page 4 - under Civil Airways - Item 1 to read: "Amber civil airway No. 2 (Long Beach, Calif., to Point Barrow, Alaska) and by changing last portion to read: "Bettles, Alaska, radio range station; Umiat, Alaska nondirectional radio beacon to the Point Barrow, Alaska nondirectional radio beacon." (Note: control on Amber 2 remains to 25 statute miles north of the Bettles, Alaska range station)

(2) Page 4 - delete Items 9 and 12 regarding VOR 4 and VOR 9 respectively.

(3) Page 5 - delete Items 28, 30 and 31 regarding VOR 69, VOR 72 and VOR 84 respectively.

(4) Page 5-delete Items 48, 49 and 50 regarding VOR 171, VOR 173 and VOR 174 respectively.

(5) Page 6 - under Control Areas - correct Item 1 to read: "Amber civil airway No. 2 is amended by changing the caption to read: "Long Beach, Calif , to Point Barrow, Alaska". (Note: control remains to 25 statute miles north of Bettles, Alaska range station.)

(6) Page 6 - delete Items 7, 18, 20 and 21 regarding VOR 9, VOR 69, VOR 72 and VOR 84 respectively.

(7) Page 7 - delete Items 38, 39 and 40 regarding VOR 171, VOR 173, and VOR 174 respectively.

(8) Page 7 - under Control area extensions delete Item 3 regarding control area extension for Bettles and this covered by control on Amber 2.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158° T) at lat 33-29-06, long. 85-48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT-TOWER: About Feb 4, ASR will be shut down until approx Feb 18 - modification. (1-18) FLD: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)
DOTHAN-RADIO: About Feb 8, LF rng freq 233 kc will be changed to 368 kc. (1-5)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip. intermittently crossing rnwys and using taxi strips.
GUNTERSVILLE ARPT: Closed. (12-20)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
**MOBILE-BATES ARPT: 573' (743' MSL) lgtd TV twr erected 18 n mi E 95° T at lat 30-39-33, long. 87-53-33. (12-29)
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
**MONTGOMERY-DANNELLY FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170° T) at lat 32-01-15, long. 86-20-56. (9-16) Taxiway from Rnwy 15 to E/W taxi strip perm clsd. Dips in E/W Rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end Rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. (12-16)
TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling off glider operg intermittently on rnwy daylgt hrs during VFR. (1-13)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn. (12-7)
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
GILA BEND-RADIO: VOR has slow bends and scallpping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)
PHOENIX-RADIO: LF rng has severe interference durg hrs darkness. (1-22)
PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.
TUCSON-RADIO: DME and VOR coverages lmtd to 35 n mi at 11,000'; 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads. USAF UHF/DF unreliable 170°-270° below 14,500' at 40 n mi; unreliable at min en route alts all quads. UHF/DF inop 0800-0900 each Wed.
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area.
ARKANSAS: **BEAVER-SHIELDS ARPT: Emergency use only. (1-19)
HARRISON ARPT: New NW/SE Rnwy under const. Fld clsd for ngt operns. (12-16)
HAZEN ARPT: Caution - E/W Rnwy clsd. Men and equip. on fld. (12-22)
LITTLE ROCK-ADAMS FLD: ILS lclzr bldg being erected 500' NE of apch end Rnwy 22, cable lying from W side of fld running E/W approx 1000' N of S end Rnwy 18-36. Glide path bldg to be erected W side Rnwy 4-22, 1000' NE apch end Rnwy 4. (1-7)
TEXARKANA-RADIO: VOR 143° radial to Rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked. (1-25-55)

CALIFORNIA: BLUE CANYON ARPT, SITE 13 SFO-SLC: Closed - snow. (1-16)
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°+310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (12-16)
BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on Rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of Rnwy 7 will oper intermittently during this test period.(12-7)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
CULVER CITY-HUGHES ARPT: Const W end Rnwy 22. Overrun area W of paved Rnwy unusable. (10-29)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (12-16)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard, marked. (11-17)
GASQUET ARPT: N side of strip clsd-const. (12-16)
KLAMATH-McBETH FLD: Closed-high vegetation. (12-16)
LA MOINE BEACON SITE 23, SFO-SEA: Bcn site will be discontd. (1-6)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19) Caution-ILS and low freq. rng durg VFR conditions hvy simulated inst apch tfc. (11-29)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11
★LOS ANGELES INTERNATIONAL ARPT-TOWER: About Jan 31, ASR will be shut down for approx 4 months - modernization. (12-1?) ILS glide slope transmitter relctd 1290' W of apch end Rnwy 25L and 400' N of centerline Rnwy 25L. Glide slope alt over OM 1700'; over MM 310'. (1-17) Jan 24, DME at ILS glide slope cmsnd. These data rcvd too late for inclusion on ILS page. FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 1000' of Rnwy 29. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just west of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. (1-17)
MONTAGUE BEACON SITE 78, SFO-SEA: Bcn site will be discontd. (1-6)
NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

CALIFORNIA: OCEANSIDE-HI HI SKY RANCH ARPT: Caution - ditch in center of strip.(7-8)
ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-13)
★ONTARIO-INTERNATIONAL ARPT TOWER: ILS LOM reported unreliable for navigational purposes durg hrs of darkness due strong heterodyne interference Mexicali H fac.(5-26) Jan 24, ILS LMM and twr freq changed to 215 kc. These data rcve too late for inclusion on ILS page.and ANRA pages.
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.
PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-135°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)
RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (12-16)
SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1)DME coverage 10°-100°, 43 n mi at 9000'.
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)
SAN FRANCISCO: See Oakland Control Zonee Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Mar 1 - modernization and move to new twr. (12-9) FLD: Caution - dip in Rnwy 28L-10R W of Rnwy 1R-19L. (12-18)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'. (2-26)
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)
STOCKTON ARPT: Rnwy 11-29 clsd. Lgts avail on rnwy 16-34 only. Caution.
UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'. USAF UHF/DF steers unreliable 230°-060° clockwise below 15,000'. (3-2) USAF UHF/DF trng status only. (6-24)
COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)
DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolu tely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.
PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.
**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat 40-38-05; long. 103-08-15. (9-15)
THURMAN-RADIO: DME operg on test basis from 2400 Jan 20 to 0800 Feb 21. (1-21)
**VERNON-DICKSON ARPT: New fld. 5 s mi SW. NW/SE Strip 4500' x 60'. Elev: 3800', 80 oct. 20' p-line S. (1-21)

CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285° 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-260°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)
**HARRINGTON ARPT: Type is "L".
WILMINGTON-NEW CASTLE COUNTY ARPT: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1400' MSL. Conventional acft traffic pattern alt 1000'. MSL. Jets use two longest rnwys only. Two-way rdo rqrd. (11-25)
**WYOMING-JENKINS ARPT: Type is "P". (5-6)
DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. LF rng has auto voice ident on test basis. (8-10) TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director, CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21,200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and thru const area.(10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.
FLORIDA: CROSS CITY-RADIO: VOR not to be used for air navigation, due excessive roughness and bends. Caution advised.
DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.
FT. MYERS-RADIO: VOR usable on arwy radials only. Pilots conducting VOR apchs to Page arpt should disregard VOR signals between VOR and arpt, due extreme course roughness of VOR radial 042°. (1-10)
HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs.
JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-280°, with exception apch course 248° usable to 9 n mi. (1-7)
JACKSONVILLE-IMESON ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-7)
KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed straight out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air carrier operns into Meacham fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)
MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visibile to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing.(4-2)
ORLANDO-RADIO: DME and VOR usable dist 35 n mi at min en route alt. (10-22)
ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.
PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.
ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed - dredging operns.

FLORIDA: TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)
TALLAHASSEE ARPT-TOWER: ILS glide slope operg on test basis at 400' from old position up rnwy toward lclzr. Glide angle: 2.75°; unmonitored. (12-31)
TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.
TAMPA-KNIGHT ARPT: 1134' MSL TV lgtd twr erected 11 n mi (115°T) at lat. 27-50-26; long. 82-15-47. (11-30)
VERO BEACH-RADIO: DME and VOR coverage 35 n mi at 1500' at all azimuths. (8-6)
WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' all azimuths. (11-12)
**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat. 26-49-07; long. 80-04-30.(8-12) All rnwy lgts inop. (10-30)
GEORGIA: ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt air carrier operns. (10-18)
ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)
ALBANY-TURNER AFB-RADIO: USAF VHF/DF unreliable below 2500' at 50 n mi.(3-15)
ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)
ATLANTA-RADIO: VOR courses 030-095° and 285°-330° rough and unusable; other courses have occasional roughness.(1-21) About Apr 1, VAR will be decmsnd. (1-14)
**ATLANTA-FULTON COUNTY ARPT: 450' (1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)
BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (12-16)
CAMPBELLTON-RADIO: About Apr. 1, LF rng will be decmsnd. (1-14)
**CHIPLEY-IDA CARSON GARDENS ARPT: New Arpt. Type: P. Lat. 32-50; long. 84-51. Lctn: 2 mi S. No. of rnwys: 1. Elev: 904'. Lngst rnwy & facs: 31. (11-18)
COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.
COLUMBUS-LAWSON AFB-RADIO: USAF VHF/DF unreliable below 2500' beyond 30 n mi in all quads. (9-13)
DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)
LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)
**LA GRANGE-CALLAWAY ARPT: Only 80 oct. gas avail. by prior arrangement. (12-27) Fld irregularly attended. (12-28)
MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.
NORCROSS-RADIO: About Mar 1, VOR fac will be completed and cmsnd. (12-29)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.
SAVANNAH-SCOTT ARPT: ESW/WNW Strip under const. (7-13)
TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)
VALDOSTA-RADIO: All courses moderately rough.
VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10) VHF/DF opers 0700-2200, Mon-Sat; 1200-2200 Sun; 30 min notice other times.(1-12)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)
DIETRICH ARPT: Closed to all acft except for ski-equipped - ice and snow. (1-17)
DUBOIS ARPT, 23, SLC-GTF: Closed to all acft except ski-equipped, ice and snow. (1-21)
**JEROME COUNTY ARPT: Open for normal use. 80 oct and attendant avail. No sto no repairs. (1-6)
MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 35 n mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. Opers: 0800-1700, Mon-Fri. (1-4)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
**REXBURG ARPT: Bcn perm discontd. Bndry lgts oper on req only. (1-10)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt. (2-5)
TWIN FALLS ARPT: Men and equip working in open trench off enr Rnwy 30. - Caution.(9-3)
WEISER ARPT: Closed to all operns - snow. (1-19)
ILLINOIS: **SPECIAL NOTICE: Two 247' twr erected 1 mi N Grand Tower, Ill. One each side Mississippi River with cable running between.One steady red lgt at top of each twr. (12-3)

ILLINOIS: BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends NE course unreliable beyond 65 n mi. (3-17)

FENTON ARPT: Caution - new N/S Rnwy under const. (10-5)

**CARMI ARPT: Abandoned. (1-6)

CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260° T) at lat 39-59-56, long. 88-37-53. (7-14)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg. must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510'N.

DE KALB ARPT: Unlgtd 34' pole line 100' W. (1-5)

KEWANEE ARPT: Arpt closed - under const.

LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long. 88-08; 12 n mi NNW (340° T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lgtd.

MARION AIRPARK: Closed. (7-12)

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)

PEOTONE-RADIO: VOR on 112.8 mc operg on test basis only. (12-16)

**WARREN-EVERGREEN ARPT: Abandoned. (1-18)

**WEST FRANKFORT ARPT: Abandoned. (1-6)

INDIANA: SPECIAL NOTICE: Transmission line on steel twrs 150' high being constd, extending across the southern edge of Allen County, Ind. in a southeasterly direction from a point in Huntington Co., new the Allen Co. line to the Chio state line 8.7 n mi SW of Ft. Wayne. Not marked or lighted. (7-6)

AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167° T) at lat 41-20-09, long. 85-03-15. (7-13)

CAMP ATTERBURY: Frequent violations have been reported of Restricted area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)

DYFR-TRIANGLE ARPT: E/W Strip clsd - const.

EVANSVILLE-DRESS MEMORIAL ARPT: N/S Rnwy unlgtd and clsd to ngt operns until Jan 31. Caution - construction along edges. (12-29)

FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns 1600' ext. not lgtd. (6-18)

FORT WAYNE-SMITH FLD: Caution - const all rnwys. Clsd ngts. (6-30)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Coork VORW freq 112.3 mc, ident: IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 335.0 mc, serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. Directional lclzr 110.3 mc serving E/W Rnwy. One VORW on 112.9 mc testing intermittently, TVOR on 114.4 mc has voice ident and anticipate change of freq to 111.4 mc approx Feb 3. (1-20)

INDIANAPOLIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar ctl. (12-1) FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Due to non-visibility twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)

INDIANA: LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON: Frequent violations of the Restricted area approx 4.3 n mi N have been reported Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MARION-WESTSIDE ARPT: Unicom oper sunrise - sunset. Ngts on req. (1-12)

RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.

**SALEM-BOS-DENIEN ARPT: Abandoned. (11-10)

**SELMA-HUFFMAN ARPT: Abandoned. (11-24)

**SHOALS-STILES ARPT: Abandoned. (12-1)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn.

TERRE HAUTE-HULMAN FLD: Const SW end NE/SW Rnwy, mrkd; 4849' NE end open.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.

CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.

INDEPENDENCE ARPT: N/S strip closed. (4-9)

MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)

SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-241°, 26 n mi at min en route alt. (7-30)

SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg., NE of black hangar and parking area at SE corner of fld. (4-16)

**SIOUX CITY-RICKENBACKER ARPT: 633' (2046'MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat 42-31-27; long 96-22-11. (7-14)

**VICTOR-SMITH FLD: Closed. (1-18)

**WEBSTER CITY ARPT: P-line along road immediately N end of N/S Rnwy, approx 25' high.

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of p-line varying from 12' to 25' above ground and surrounding arpt. (10-13)

AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.

COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)

DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. East 3000' E/W rnwy remain open. (11-5)

**GREAT BEND ARPT: 2875'(MSL) lgtd twr erected 5.6 n mi NE (46°T) at lat 38-25-54, long. 98-46-24. (12-3)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil Acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-eq ipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip near rnwys, days. (9-15)

HUTCHINSON-RADIO: About Feb 16, LF rng freq will be changed to 356 kc. (1-18)

KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)

OSBORN ARPT: Strip lgts inop. (12-31)

OTTAWA ARPT: Use turf strips with caution. (11-1)

PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PRATT ARPT: Bcn inop. (12-16)

RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)

SALINA-RADIO: VOR coverage 125°-280°, 35 n mi at min en route alt. (10-22)

TOPEKA PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)

ULYSSES ARPT: All strip lgts inop. (12-16)

VIOLA-RADIO: About Feb 16, H fac freq will be changed to 227 kc. (1-18)

**WICHITA ARPT: 1079' (2449'MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat 37-46-54; long. 97-31-10. 128' lgtd steel water tank being erected 0.4 n mi ESE of SE corner of arpt at lat 37-38-34; long. 97-24-45. (11-8)

WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions. (1-25-55)

KANSAS: WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna Fld. Call McConnell twr 122.5 mc. Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511, ext. 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone. Transmit: 3023.5 kc; 122.5 mc. Listen: 278 kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S strip in use located W of closed N/S strip. (10-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

**LEXINGTON-BLUE GRASS ARPT: 654' lgtd guyed twr lctd lat 38-03-55, long. 84-29-13, 5.5 n mi FNF (70° T). (1-8) Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (12-16) About Jan 24, ILS lclzr and glide slope will be shut down until approx Jan 31 - screen const. (1-6)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)

LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340°-20° clockwise, moderate bends - caution.

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi ENE (75° T) at lat 31-18-22, long. 92-24-56. (7-25)

BATON ROUGE-RYAN ARPT: S taxiway between Rnwys 35-31 closed. (12-9)

MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.

WELSH ARPT: E/W Rnwy closed - repairs. (9-28) Beacon inop. (10-4)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.

**AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 closed acft over 15,000 lbs and to all acft winter months. (12-31)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Rnwy 5-23 closed to wheel equipped acft - rnwy will not be plowed durg winter season. (1-3)

LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain, USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous broken pavement, patches. Ctc lgts inop. (11-30)

PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)

BALTIMORE-HARBOR FLD: Caution Rnwy 14-32 closed. (1-20)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330°, at 3500'; 300°-350° at 2000'; 350°-015° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remain open to transient tfc. Caution - provided proper clearance over U. S. 11 when apchg to land W on E/W Rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

**HOLLYWOOD-HALF PONE POINT ARPT: Type is "L". (12-21)

SALISBURY-SICOMICO COUNTY ARPT: Large crates stored 20' from edge NW taxi strip-caution. (12-16)

MASSACHUSETTS SPECIAL NOTICE: Airport condition information avail. by calling any State Police Barracks.

BOSTON-RADIO: Max. usable dist all VOR radials, 26 n mi at min instr alt. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (8-25)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard Hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from Rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) First 1090' Rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail. as a roll over area on SW lndgs and as a taxiway for NE takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy. during both IFR and VFR. (10-29)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NORWOOD ARPT: 849' lgtd twr erected 3 n mi NE (48° T) at lat 41-12-42, long. 71-06-51.

MICHIGAN: LAMA ARPT: N/S Rnwy closed. (12-30)

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. (10-13)

**CADILLAC ARPT: 1202' (2988' MSL) lgtd twr erected 8.2 n mi SSE (153° T) at lat 40-08-12, long. 85-20-33. (11-4)

**DAVISON-SEELY'S ARPT: Abandoned. (12-23)

DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11) About 6 Feb 7, N course LF rng will be realigned to 160°. (1-12)

**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295° T) at lat 42-28-59, long. 83-12-20. (7-23)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail. for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE Rnwy under construction. (6-3)

**FOSTORIA-FORREST ARPT: Abandoned. (12-23)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const - clsd. (11-14)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, broken in spots. Caution. (1-17)

**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08° T) at lat 42-24-57, long. 85-31-49. (7-18)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)

LANSING-CAPITAL CITY ATPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MARLETTE ARPT: Rotating beacon inop. (1-3) (1-25-55)

MICHIGAN: MT.CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF and UHF/DF unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi.

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100'-trees along bndry N/S rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)

PELLSTON-EMMET CO. ARPT: E/W rnwy clsd winter months - ice and snow. (1-4)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

**TECUMSEH ARPT: New arpt, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (1-4)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. (10-25)

BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc Ident: BRD. (10-25)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

**DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 47-47-20, long. 92-06-51. (7-8) 558' (1784'MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long. 92-07-15. (8-4)

EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. (10-25)

INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. (10-25)

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end rnwy 11L and intsxnx rnwys 4-22, 11R and associated taxiways Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated. (12-14)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc Ident: STC. (10-25)

MISSISSIPPI: BROOKHAVEN ARPT: New arpt under const approx 2 mi NE. (1-17)

**BROOKHAVEN-ULMER FLD: Abandoned. (10-17)

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. DME coverage: 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700', 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes.

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-7)

**RAYMOND-WILLIAMS ARPT: Effect. Jan 2, 1955, lgtd oil derrick will be constructed W side of Arpt. (12-22)

MISSOURI: BRANSON: Two stationary steel twrs 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL, 8 mi S; 3 mi S of Branson Arpt. Two 2000' cables will connect twrs and span White River - mrkd. (12-9)

**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25; long. 89-35-21. (8-25)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat 38-41-28; long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S rnwys clsd.

KANSAS CITY-RADIO: LF rng SW course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949'MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)

MALDEN-RADIO: About Jan 24, VOR will be shut down until approx Mar 10 - modification.

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR rgt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S rnwy closed. Use N/S rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 678.5 lgtd TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09. (1-3) Silos and trees 1700' apch end rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution-rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S rnwy under const-mrkd. 3000 x 300' of this rnwy usable - 2156 x 42 hard surfaced. E/W rnwy 2900 x 200', sod. (12-9)

**ST. LOUIS-SMARTT FLD: Right hand tfc pat. approved for rnwys; right 045,090,135,180,225, 270,315, and 360, in addition to stand left hand pat. for all left rnwys. (1-3)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (12-17)

SEYMOUR-OWEN FLD: Caution-soft along sides and SW end NE/SW strip. Land at own risk. (1-21)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-30°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 25 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR figt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR figt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23) (1-25-55)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed.(6-12)
BEATRICE ARPT: E/W strip open days only for lgt acft.
GRAND ISLAND ARPT: Caution - men, equip on Rnwy 12-30, daylgt hrs until approx Feb 1, Caution-const approx 1000' N of S end and along W edge of ramp-mrkd.(12-1)
HASTINGS ARPT: Extreme-Caution, shoulders ruf-soft when wet. Use rnwys, strips.(9-13)
SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Areas hazardous within a radius of 3000' to an alt of 10,000' MSL.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)
ELKO-RADIO: Arwy radials 039°, 073° and 240° only flgt-checked. Usable dist of other courses may be lmtd in some areas due to mountainous terrain. (1-23)
LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7)
LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11) Freq 305.4 mc unreliable below 14,000'.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.(5-7)
RENO ARPT: 1500' new rnwy const N end of 16-23, closed.(1-24)
RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°. (11-30)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'.(5-6)
WELLS-RADIO: Only VOR arwy radials flgt-checked.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)
CONCORD ARPT: Broken pavement on taxiways. (4-29)
KEENE-RADIO: H fac usable dist 20 n mi under normal conditions. Intermittent interference durg hrs of darkness.(1-20)
NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy.(5-1)
NEW JERSEY: BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to Apr 1, '55 arpt will not be maintained and no services avail.(11-25)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi; 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'.(12-29)
CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.
COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat. 39-49-00, long. 74-25-53. Operg on test basis only. Freq changed temporarily to 116.8 mc on Dec. 16. (12-16)
MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends.(4-12)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts.

NEW JERSEY: Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces.(11-8) Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts-mrkd. Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170' to 400' high.-lgtd.(12-2) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark.(4-1)
OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme Caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld-days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16)
TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. (1-20)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)
ALBUQUERQUE-KIRTLAND AFB: Rnwy 17-35 10,000'; Rnwy 11-29 5455' open. Rnwy 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredictable high E/W winds or possibility Rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until Feb. 15,1955.(12-23)
CLOVIS AFB-RADIO: USAF VHF/DF and UHF/DF steer unreliable 7500' all quads. VHF/DF avail. 15 min req. (11-10)
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.(5-22)
FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway.(7-27)
GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE.(9-7)
GRANTS-RADIO: VOR radials restricted to Arwy V-12 only.(5-7)
HOBBS LEA COUNTY ARPT: Hi-intensity lgts rnwy 3-21 inop.(1-5)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.
LAS VEGAS ARPT: Fld lgts inop.(8-10)
LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat. 32-57-28; long. 103-21-13.(9-17)
OTTO-RADIO: VOR radials usable 26 n mi. (12-1)
ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat. 33-13-45; long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance.(6-8)
ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist.(10-28)
SANTA FE-RADIO: VOR radials restricted to Arwys only.
ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'MSL. VOR has moderate scalloping SW quad.
NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt.(7-6)
BUFFALO ARPT: E/W and N/S Rnwy clsd ngts.(7-22)
ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy.(2-10)
GOUVERNEUR ARPT: Closed until Spring 1955.(11-22)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only.(10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
ISLIP-MacARTHUR FLD-TOWER: About Feb 15, trans & rcvr 119.3 mc will be cmsnd and trans & rcvr 121.7 mc will be decmsnd.(1-17)

(1-25-55)

NEW YORK: LAKE PLACID: Not a seaplane base. Do not land thereon.
LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank-approx due W of Base. (2-15)
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
NEW YORK INTERNATIONAL (IDELWILD) ARPT: Operations: Rnwys 1L-19R and 7L-25R closed. Follow exact centerline when using Taxiway CC at roadway over pass. 135' MSL control tower-highest airport structure. Men and equip. adjacent Runway 4-22 (4-1) Caution when taxiing Taxiway A due to acft running up on closed Runways 7L-25R S of intersection with Rnwys 13L-31R. (7-3) Closed to fighter type aircraft. (8-1) Caution - cranes with 100' booms operg durg daylgt hours SW of arpt. Booms lowered to 50' ngts. (10-14) Closed to motorless aircraft. Access to E and W gate positions terminal apron via taxiway CC. Permanent buildings 75' MSL located 2000' W 1000' N of Taxiway CC overpass. (1-24)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with LaGuardia apch ctl on 119.9 mc regardless of wea. About Feb 15, freq 121.7 mc will be cmsnd. About Feb. 22, freq 121.9 mc will be decmsnd. (1-10) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at LaGuardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal Acft remain clear of striped area vicinity glide slope shelter at Marine Term apron. An 8 by 4' open ditch adj to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31. Strobe bcn apch end Rnwy 13 inop. (12-21)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy closed Sat all day and Sun to 1200. Do not use grass for take-offs and landings or taxiing, if soft. Tfc is left all rnwys. No ngt take-offs or landings permitted due to New York City law. S end N/S rnwy uneven. (12-8)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. (12-23)
**ONEONTA ARPT: Closed. (12-21)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution-taxiing in these areas. (1-24)
ROMULUS: Caution-hvy ammunition demolition approx 3.0 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59, long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: New rnwy 4-22 open, 7000'. Caution-billboard on apch to rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' rnwy 22 and N end of taxiway serving rnwy 22. (12-15)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end rnwy 10-28 closed; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd Twr 13 n mi E (95°T) at lat. 43-57-16, long. 75-43-45-

NEW YORK: completed. All rnwys, taxiways mrkd by 4'flag stakes for snow removal.
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower.
NORTH CAROLINA: CHARLOTTE-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.2 mc. Ident: CLT. Lctd at lat 34-59-24, long. 80-57-30. Bear. & dist: 6° 30' 13.0 n mi. Elev. 644'. Monitoring category (1).
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals.
CLINTON ARPT: Men and equip on fld. Use at own risk. (12-16)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat. 36-06-39, long. 78-56-19. (7-20)
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat. 35-34-15, long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi stn. (12-15)
RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT-TOWER: About Feb 15, LOM freq will be changed to 219 kc; LMM freq changed to 201 kc. (1-24) FLD: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signals between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along visual crs both sides of stn.
WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)
WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23.
NORTH DAKOTA: ASHLEY-RADIO: About Feb 17, MHW freq will be changed to 230 kc.
BISMARCK ARPT: Obstn lgts apch end rnwys 26, 35 inoperative.
GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
**JAMESTOWN ARPT: 1620' MSL lgtd elevator erected 1.1 n mi SSW end NE/SW rnwy.
LANGDON ARPT: NW/SE rnwy clsd, const. E/W rnwy lgtd. Lgts avail on req. (11-1)
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat. 47-05-29, long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to rnwy 26L. First 800' E end rnwy 9-27 and NE end 6-24 landfilled oiled and rolled-use daylgt hrs only at pilot's discretion. (12-10)
CINCINNATI-RADIO: VOR has lgt to mderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (12-2) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT-TOWER: About Feb 16, ASR will be cmsnd. Lctd at lat 39-03-33, long. 84-39-44. Trans & rcvs on apch ctl freq 124.7 mc. Also trans & rcvs 118.3, 111.9, 126.18, 121.5 mc. Trans only 317 kc, 335 kc, 109.9 mc. Rcvs only 3023.5 kc, 122.5 mc. Apch ctl call: Cinn. Apch Ctl. (1-19) FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500' 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked. About Mar 14, DME and VOR will be shut down until approx Mar 19-modernization and freq change to 113.6 mc. (1-21)

OHIO: CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)

CLEVELAND-LAKE FRONT ARPT: All pilots and acft use at own discretion and risk.(10-27)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: Effect. Jan 15, ASR will issue distance values in nautical mis in connection with radar control. (1-17)FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.

COLUMBUS-SULLIVANT AVE ARPT: All rnwys clsd-xcpt new 2700' N/S Rnwy. (9-14)

DAYTON-RADIO: VOR has moderate roughness from 120° to 200° at min en route alt. (7-13) DME coverage 150°-220°, 30 n mi at 2400'.

DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with black top on taxistrip.

DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.

FINDLAY-RADIO: DME coverage 220°-140°,44 n mi; 140°-220°,35 n mi at min en route alt.

**FINDLAY ARPT: Lgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (1-11)

HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 103°-190°, (12-23)

NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.

NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft-equip. on fld. (10-1)

N.RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)

PUT-IN-BAY ARPT: Closed until May 1. (1-22)

SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed-const. Use caution when lndg.(9-27)

TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7)About Feb 5,LVOR on 113.6 mc will be decmsnd. (1-5)

**TOLEDO ARPT: Arpt ident changed to TDZ. Rot. bcn removed; other lgts on req thru Toledo rdo. Pilots on IFR lndg mun arpt contact Toledo Rdo. No scheduled airline stop. Use rnwys only. (1-5) See Toledo Express Arpt. UNICOM placed in opern. (1-19)

TOLEDO-EXPRESS ARPT-TOWER: ILS in cont opern pending flgt-check. Not to be used for navigational purposes. Lclzr freq: 109.7 mc, with voice. Ident: TOL. Lctd 2000'from NE end of NE/SW Rnwy 7. Glide slope freq:333.2 mc. Lctd 750' NE of SW Rnwy 7. Glide slope angle: 2.8°. Apch bear.: 69°. Elev of glide slope over MM 865'; over OM 2000'. FLD: Lctd 15 s mi WSW at lat 41-35-07; long. 83-48-16. Two hardsurfaced rnwys:7-25 is 5200' long; 16-34 is 4300', both 150' wide. Facilities: B-L4, 6-S5-W. Opened Jan 5, day-ngt operns. During off-hrs pilots should contact Toledo rdo or Company for instrument clearances and rnwy lgts. 10 min notice rqrd for lgts. Arpt ident: TOL. 24 hr refueling service. Const on S side of Rnwy 7-25. Use rnwys only. (1-5)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: E/W Rnwy opened and 5000' hard-surfaced,lgts on req. (11-29)

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°,26 n mi at 2600';259°-295°, 43 n mi at 2600';295°-315°,43 n mi at 2500'; 315°-344°,43 n mi at 2000';344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S.(9-24)Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed. (8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only-moderate to severe bends and scalloping

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE. (9-2)

**OKMULGEE ARPT: 719'(1704'MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat 35-51-43, long. 95-46-01. (9-16)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°,43 n mi at 2600'; 330° - 360°, 43 n mi at 2200'. (5-15)

OKLAHOMA: TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs.

** Glide slope restricted to use on approaches to MM. (9-14) FLD: 1135' (2147' MSL) TV erected 9.1 n mi W (265°T) at lat 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 los takeoff weight. (7-22)

OREGON: BAKER-RADIO: VOR radials 119°lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)

BEND-STEARNS ARPT: Closed, snow. (1-6)

CRESCENT LAKE JUNCTION ARPT: Closed, snow. (1-6)

EUGENE-SANTIAM JUNCTION ARPT: Closed, snow. (1-6)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)

LAPINE ARPT: Closed, snow. (1-6)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Use paved areas only. (4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: New Arpt. Lctd 1 mi SW Pinehurst Lake. Elev: 3680'. One gravel strip 4000'. Closed, snow. (1-20)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr.alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.(5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495'MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59; long. 75-26-08. (7-8)Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S rnwy closed. Const. on fld. (9-30)

BROOKVILLE INT FLD 45A, CHI-LGA: Feb 23 will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45 B,CHI-LGA: Feb 23 course lgts will be changed from green to red, code: dot dash dot..(1-21)

BROOKVILLE BCN SITE 45C, CHI-LGA: Feb 23 will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45D, CHI-LGA: Feb 23, will be perm discontd. (1-21)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing,Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat 40-01-00; S lat 39-59-30;E-long. 77-47-00; W-long.77-49-00.

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

(1-25-55)

PENNSYLVANIA: FITZGERALD-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.0 mc. Ident FTZ. Lctd at lat 41-21-14, long. 79-09-04. Variation: 6°W. Monitoring category (1). Monitored from Brookville, Pa. INSACS Elev: 1700'. Class: VORW. (1-7)

HANOVER-DEVENER ARPT: Closed Jan 1 to April 1. (12-27)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

**JOHNSTOWN ARPT: During hrs of darkness, one rnwy lgtd, wind cone, tetrahedron, and rot. bcn. 80, 91 oct avail. (1-24)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (4-7)

PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 20,000 lbs with wind in excess of 15 knots, not usable under other conditions xcpt in emerg. 30' boom off end rnwy 12, mrkd days. (11-25)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end rnwy 10. (11-12)

**PHILIPSBURG-ALBERT ARPT: Arpt bcn discontd. Rnwy lgts avail sunset - 2400. (12-29)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 119. (10-28)

PITTSBURGH-ALLENGENY COUNTY ARPT: New E/W rnwy parallel to and N of rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

PITTSBURGH-GREATER PITTSBURGH ARPT: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8) About Jan. 17, hi-int apch lgtg serving rnwy 28 will be cmsnd. System will consist of green threshold indication 500' W of pavement end. Side lgtg on approx 100' spacing three lgts on left one on the right to pavement end centerline bar lgtg extending into apch to a point 1500' from threshold and a 100' long transverse bar at 1000' from threshold. Intensity controllable by ctl twr; normally no increase of int will be made durg apch procedure but decrease in int will be accepted.

**PITTSBURGH-MAYER ARPT: Abandoned. (1-5)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 355°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: Closed to transient acft. (12-17)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.

WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intsxn rnwy 4-22. (11-4)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE rnwys. (10-7)

WILLIAMSPORT-RADIO: About Feb 1, VOR will be cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear & dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9°W. Elev: 2092'. Monitoring category (1). Voice and monitoring from Williamsport, Pa., INSACS. Class: BVOR. (11-10)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution-NW/SE strip under const. (9-23)

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

**CAMDEN-WOODWARD ARPT: 530' (774'MSL) lgtd rdo twr erected 6.1 n mi SW (238°T) at lat. 34-13-50, long. 80-40-45. (12-31)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums.

SOUTH CAROLINA: Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat 32-47-53; long. 79-53-51. (7-22)

CHARLESTON AFB: Jan 17, B-29 tow target acft operg with 5000' tow cable and target sleeve. Fld will be closed for approx 10 min daily while target is dropped. Opern will be conducted daylgt hrs and VFR only. (1-14)

COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'. (6-22) About Feb 14. VOR and DME will be shut down until approx May 30, for relctn to new site 5.5 n mi SE Arpt at lat 33-51-25, long. 81-03-14. Elev: 393'. (1-20)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-18) Rnwy 16-34 closed to all ngt operns. (11-10)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920'MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat 34-16-13; long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution-moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH ARPT: N/S rnwy closed. Caution-const. (12-29)

SUMTER ARPT: Const started on new school bldg lctd NW corner-not marked. (9-23)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-27 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350°, below 6500'; 290°-300° on 121.5 mc at 50 n mi. (1-19)

SIOUX FALLS-ARPT-TOWER: About Feb 18, ILS LOM freq will be changed to 254 kc.

YANKTON ARPT: New NE/SW rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy No. 5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn, all courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (11-12)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. (2-27)

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Mar. 1- modernization. (12-17) FLD: Due to non-visibility twr unable to ctl tfc first 1400' apch end rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns in control zone. (12-17)

*JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21) Crossville, Tenn added to arwy bcst at 15 mins past hr; Tri-City, Tenn. dropped. Malden, Mo. and Paducah, Ky. added to area bcst at 45 mins past hr. (1-18)

JACKS CREEK ARPT: 53, DAL-LOU: Arpt to be discontd Feb 23, Bcn flashing clear and red will remain in opern. (1-10)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas. (5-7)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-17)

**KNOXVILLE-ISLAND ARPT: 649' (2049'MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat 36-00-13; long. 83-56-35. (11-4) (1-25-55)

TENNESSEE: KNOXVILLE-McGHEE TYSON ARPT: N/S rnwy closed ngts. (2-24)
LAWRENCEBURN-FLEEMAN ARPT: Closed, unsafe. (12-28)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection
** with radar control. FLD: All rnwys restricted to 100,000 lbs gross wt. Rnwy 14-32 closed ngt opern. Two-way rdo rqrd. Use rnwys. (1-5)
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.
**NASHVILLE-PERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
TEXAS: **SPECIAL NOTICE: Const of a P-line across the Pecos River with wire strands 303' above water level at a point where U. S. #90 hwy bridge crosses river, at lat 29-42-10, long. 101-21-00. (12-13)
ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)
ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75° T) at lat 29-27-57, long. 95-13-24. (10-12)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F.RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98° to 135° from 4 s mi out. (12-17)
AUSTIN-MUELLER FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13)
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
BROWNSVILLE INTERNATIONAL AIRPT-TOWER: ILS glide slope shut down - installation new equip.
CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)
CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very rough in spots. Use at own risk.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
★CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1) VOR monitoring category changed to (3). DME unmonitored. (1-24) These data rcvd too late for inclusion on ANRA page.
DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only, when wet. (12-13)
DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles in connection with radar ctl. Effect. Feb 1, ASR opern and arrival ctl will oper cont.
** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12)
DALLAS-REDBIRD ARPT: N/S Rnwy closed - const. (1-4)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc on entry and one cross wind leg to 90° after take-off: following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Neon apch lgtg Rnwy 22 inop. (11-23)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)

TEXAS: GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
**HAMILTON ARPT: Bcn and rnwy lgts on N/S rnwy on req. N/S rnwy extended to 3000'. 80 oct avail. (1-6)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus, or upon permission from Director of Military Trng and Operns or civiliam Director of Flying. Two-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri. from 0730 to 1615 approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)
★HUDSPETH-RADIO: VOR monitoring category changed to (3). DME unmonitored. (1-24) These data rcvd too late for inclusion on ANRA page.
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KILGORE-ELDER ARPT: Effect. Mar 1, arpt will be closed. (1-14)
LUBBOCK ARPT: W 300' E ramp open as taxiway; E ramp closed to acft. (11-9)
LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad. (12-16)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7) Search and Rescue will be held Feb 18, 19. 20. Two parachute jumps on Feb 19. Heavy no rdo traffic expected 0800-1700 daily and caution advised during period. (1-7)
MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)
**OZONA MUN. ARPT: Closed. (11-5-53)
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
SAN ANGELO-MATHIS FLD: Intermittent B-25 trng opern being conducted. (1-19)
**SHIRO-McBRIDE ARPT: Abandoned. (1-11)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14) FLD: 120' lgtd oil derrick erected 0.7 n mi W. (1-3)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs & take-offs - usable for taxiway only. (8-4)
**WOODSON ARPT: Closed. (1-5)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)

UTAH: HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.(4-28)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355° 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'.(7-30) DME coverage 360°-150°, 17 n mi at 12,000'.

OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.

SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'.(3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'.(5-10 VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt.(10-25)

WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.(5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail, by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W Rnwy closed., obstn.(7-21)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi.(1-15) UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'.(1-20)

MONTPELIER ARPT: Rnwy 5-23 closed to wheel-acft during winter months. Open to ski operns.(12-31)

VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Rnwy 33-15 closed.(1-24)

CHARLOTTESVILLE-ALBERMARLE ARPT: New Field under construction. 7 s mi N, Elev: 639'. Lat. 38-08-16; long. 78-27-10. Do not land on fld.(10-7)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

CHINCOTEAGUE-VIRGINIA CAPES: Temporary change of controlling agency portions of Areas W-108 and R-42 during Calendar Year 1955 (Second Army, Fort Meade, Maryland). The area is described as follows: Beginning at lat. 38-31-00; long. 75-05-00; thence Northeast to Lat. 38-45-00; long. 74-53-00; thence Southeast to Lat. 38-36-00; long. 74-44-00; thence South to lat. 38-21-00, long. 74-44-00; thence West to Lat. 38-21-00, long. 75-05-00; thence North to Lat. 38-31-00, long. 75-05-00,to point of beginning.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

GORDONSVILLE INT FLD 51 BNA-DCA: Feb 23, will be perm discontd.(1-10)

HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt.(5-20)

**LYNCHBURG-PRESTON GLENN ARPT: 574' (1902'MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat. 37-11-50; long. 79-21-07.(9-23) Signal for below VFR wea minimums inop. ngts.(7-6)

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt.(7-13) DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.(7-6)

NORFOLK-RADIO: Visual courses VAR slightly rough.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.(7-7)

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to rnwy 2-20. Caution soft shoulders rnwy 6-24.(5-6)

**RICHMOND-CENTRAL ARPT: Abandoned.(1-3)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip.(2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution.(10-12)

**WINCHESTER ARPT: Soft when wet.(1-4)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.

CLE ELUM ARPT: Closed-snow.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.(6-21)

EPHRATA-RADIO: DME and VOR coverage 124°-209° unknown prohibited areas; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160°, below 9000'. USAF UHF/DF steers unreliable 160°-310° below 7000'; 025°-098° below 9000' due terrain limitations.

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110° below 7000'; 110°-240° below 4000'; 240°-315° below 3500'.(10-20)

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.(6-14)

**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at Lat. 47-28-43; long. 122-32-32.(7-26)

PULLMAN-MOSCOW ARPT: Lighting inop. (9-21)

RENTON ARPT: Caution - smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs.(12-3)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.2 mc inop. (9-17)

SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (1-17)

**SEATTLE-BOEING FLD: 603' lgtd TV twr erected 4 n mi N at Lat. 47-37-02; long. 122-19-13 completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.

SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control.(10-12)

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)

SPOKANE-GEIGER FLD: Perm crash barriers 40'' high lctd 150' off ends Rnwys 2-20-Caution. (12-7)

TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat and Sun. (11-16) Unless equip. inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveillance apchs Rnwy 34 and 16.(12-21)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch.(5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.(3-16)

**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat. 38-22-36; long. 81-42-04. (7-1)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.(7-1)

ELKINS ARPT: Small hole 2' long, 2'' deep approx 150 yards from Rnwy 31 on right side edge taxiway leading from ramp. (12-14)

GLENDALE ARPT: Caution - fld soft and muddy.(12-6)

**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at Lat. 38-30-34; long. 83-13-09.(10-8)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'

WEST VIRGINIA: MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of center-line and 1100' from S end runway 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: ★ GRANTSBURG-RADIO: Jan 24, trans freq 122.2 mc cmsnd. These data rcvd too late for inclusion on ANRA page.
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat 44-57-55, long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop indefinitely. FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg rnwys 22, 26, 31. Sod unsafe. Due to non-visibility twr unable to ctl tfc on first 1000' S end rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: N/S strip (2000' x 200') will be discontd.
OCONTO ARPT: Open to skiis only. (1-12)
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only. (12-3)
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (12-10)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
**CHEYENNE ARPT: E/W rnwy h91. (11-24)
FT. BRIDGER ARPT, SITE 9, SLC-OMA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4" of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip on strip intermittently days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF range. (12-18)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE rnwy clsd-marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

(Note: Because of space limitations we are unable to carry the complete listing in this issue. The full listing will appear next issue.)

To the list appearing in the Airman's Guide, Vol. 9, No. 22, dated January 11, 1955:

Under Radiated Test Signals:
Add: **Wichita (Municipal 111.0 mc) (Checked daily for accuracy)

Under Airborne:
Add: Iowa City, Iowa
Poughkeepsie, N.Y., Dutchess County
Salinas, Calif.
Russell, Kansas
Pontiac, Ill.

Delete: Waldo, Kansas

Under Ground:
Add: Pontiac, Ill.

Delete: Springfield, Mo., Municipal

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

NOTICE: Instrument approach procedures are no longer published in the Flight Information Manual. The Airman's Guide currently publishes new and amended instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These procedures are applicable to all users. The IFR take-off or landing minimums shall not apply to military aircraft of the United States Armed Forces. The IFR landing minimums are applicable to all users except the military as noted above. The IFR take-off minimums are applicable to all users while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of the Civil Air Regulations, but are not presently applicable to users conducting operations under Part 43 of the Civil Air Regulations. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2-engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER: FREQ. & IDENT. LMM: FREQ. AND IDENT. LOM: FREQ. AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
ALLENTOWN, PA. Allentown-Bethlehem-Easton Airport 394' ILS - ABL LOM - AB Combination ILS-ADF Procedure No. 1 Effective date: 2/26/55 Amdt. No. 2 supersedes Amdt. No. 1 dated 8/15/54 Major changes: Topton Int. final added to provide straight-in approach from Southwest. Note pertaining to night air carrier minimums deleted.	Allentown LFR	LOM	227 10.0	2300	N side SW crs. 240 outbnd 060 inbnd 2300' within 10 mi. of LOM. (Procedure turn conducted North for better signal coverage)	ILS 2300 ADF 1800 over LOM	2330 7.4	600 0.7	2 Engine or less T-dn C-dn ILS ADF S-dn 6 ILS* ADF A-dn ILS ADF	300-1 500-1 700-1 300-0.75 700-1 600-2 800-2	300-1 500-1 700-1 300-0.75 700-1 600-2 800-2	Within 7.1 mi. after passing LOM (ADF)...climb to 3000' on NE crs of ILS within 20 miles of LOM. *500-1 required with glide path inoperative.
	Allentown VOR	LOM	216 11.0	2300								
	Slatington Int. or FM	LOM	151 11.0	2300								
	Int. N crs Philadelphia LFR & NW crs N Philadelphia LFR.	LOM	321 8.0	2500								
	Int. E crs Allentown LFR & ILS NE crs or brng 241° to LOM.	LOM	240 11.0	2300								
	Topton Int. (Int. 007° radial from Westchester VOR & SW crs ILS)	LOM	060 10.0 ILS Final ADF Final	2300 1800					More than 2 Engines T-dn C-dn ILS ADF S-dn 6 ILS* ADF A-dn ILS ADF		200-0.5 500-1.5 700-1.5 300-0.75 700-1 600-2 800-2	
Procedure No. 2 Back course approach using Bath Int. (Int. NE crs ILS & 301° crs to Allentown VOR or 276° brng to Allentown LFR) Effective date: 2/26/55 Amdt. No. 2 Supersedes Amdt. No. 1 dated 8/15/54 Major changes: Additional transition; Revises minimums.	Allentown VOR	Bath Int.	121 5.0	2300	E side NE crs. 060 outbnd 240 inbnd 2300' within 10 miles of Bath Int. (NA beyond 10 mi.) (Procedure turn conducted East for more favorable terrain)	No glide path or markers. Descend to landing minimums after passing Bath Int. Minimum altitude over Bath Int. on final approach 1200'. Distance to runway 24, 4.3.			2 Engine or less T-dn C-dn S-dn 24 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	Within 4.3 miles after passing Bath Int., climb to 2500' on SW crs ILS within 25 miles of Bath Int.
	Allentown LFR	Bath Int.	096 3.5	2300								
	Int. NE crs Allentown ILS & E crs Allentown LFR.	Bath Int.	060 1.5	2300								
	Allentown LOM	Bath Int.	060 11.0	2300					More than 2 Engines T-dn C-dn S-dn 24 A-dn		200-0.5 500-1.5 500-1 800-2	
BROWNSVILLE, TEX. Rio Grande Valley International Apt. 22 ILS-BRO LOM-BR Combination ILS & ADF Procedure No. 1 Amdt. No. 9 Effective date: 3/5/55 Supersedes Amdt. M-8, dated 9/18/52 Major changes: Add ADF approach. Raise landing minima.	Brownsville VOR	OM	320 4.5	1200	W side N crs. 174 inbnd 354 outbnd 1200 within 10 mi. (Beyond 10 mi. NA.)	ILS 1200 ADF 600 over LOM	1150 4.4	240 0.7	2 Engine or less T-dn C-dn S-dn 17 ILS ADF	300-1 500-1 * 300-0.75 500-1	300-1 500-1 * 300-0.75 500-1	Climb to 1200 on S crs ILS or 4.3 mi. after passing LOM (ADF) climb to 1200 on crs. 174 within 10 mi. *400-0.75 required when Glide Slope not utilized.
	Brownsville LFR	LOM	026 2.5	1200								
	Los Fresnos FM	N crs ILS or Brng. 174 to LOM	100 4.5	1200								
	Int. Brownsville radial 329 & N crs ILS.	OM	174 2.0	1200					More than 2 Engines T-dn C-dn S-dn 17 ILS ADF		200-0.5 500-1.5 * 300-0.75 500-1	
									All Aircraft ILS ADF	600-2 800-2	600-2 800-2	
BURLINGTON, VT. Municipal Arpt. 334' ILS BTV LOM BT Combination ILS - ADF Procedure No. 1 Effective date: 2/26/55 Amdt. No. 3 Supersedes Amdt. No. 2 dated 7/1/54 Major changes: Adds transition; revises minimums	Burlington LFR	LOM	320 3.5	1500	N side NW crs. 326 outbnd 146 inbnd 1800' within 10 mi. *Procedure turn North due to terrain South of approach course.	ILS 1800' ADF 1000' over LOM.	1755' 5.6	600' 0.9	2 Engine or less T-dn C-dn ILS ADF S-dn 15 ILS* ADF	300-1 500-1 600-1 300-0.75 600-1	300-1 600-1 600-1 300-0.75 600-1	5.6 mi after passing LOM (ADF) ... make a climbing right turn to 4500' on crs of 205° from ILS LOM or the south crs of the Burlington LFR. *400-1 required with glide slope inoperative.
	Plattsburg VOR	LOM	171 20.0	1500								
	Vergennes FM	LOM	023 27.0	2000								
	Causeway Int. (Final) (Int. Plattsburg 180° radial & NW crs ILS)	LOM	146 5.5	1800					More than 2 Engines T-dn C-dn S-dn 15 ILS* ADF		200-0.5 600-1.5 300-0.75 600-1	
									All Aircraft A-dn ILS ADF	600-2 800-2	600-2 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (1-25-55)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION LOCALIZER FREQ & IDENT. LMM FREQ AND IDENT LOM FREQ AND IDENT. PROCEDURE NO.	TRANSITION TO ILS FROM	TO	CRS AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY. AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE OF AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
KANSAS CITY, MO. Municipal Arpt. 758' ILS-MKC LOM-MK Procedure No. 1 Combination ILS-ADF Effective date: 3/5/55 Amdt. No. 3 supersedes No. 2 dated 3/22/54 Major changes: 1. Lowers straight-in night ILS minimums. 2. Deletes Linkville and Liberty FM. 3. Raises missed app. alt. SW crs MKC LFR. 4. Note added re 1949' MSL TV twr & proposed 2049' MSL TV tower. 5. Revises missed approach on VOR.	Kansas City LFR	LOM	028 5.0	2500	W side N crs. 004 outbnd 184 inbnd 2500' within 10 mi. (NA beyond 10 mi.)	ILS 2500' ADF 2500' over LOM	2558' 6.2	1030' 0.7	2 Engine or less			
	Kansas City VOR	LOM	152 4.0	2500					#T-dn C-dn ##S-dn 16	300-1 ##500-1	300-1 700-1	
	Kansas City VOR	N crs ILS	131 3.0	2500					ILS A-dn	400-1	400-1	
	Liberty Rbn	LOM	241 12.0	2500					ILS ADF	800-2 800-2	700-2 800-2	
	Liberty Rbn	N crs ILS	251 11.0	2500					More than 2 Engines			
	Farley Rbn	LOM	107 15.0	2500					#T-dn C-dn ##S-dn 16		*300-1 700-1.5	
	Farley Rbn	N crs ILS	098 15.0	2500					ILS ADF		400-1 700-1	
	Radar transitions within 25 miles as directed by ATC:-								A-dn			
	S & E Quadrants of MKC LFR			3000					ILS ADF		700-2 800-2	
	S & E Quadrants of MKC LFR with 3 mi separation from 2049' tower 2.9 mi S. & 1949' tower 5.0 mi SE. of airport.			2500								
	N & W Quads MKC LFR			3500								

#Take-offs to S or SW when weather is below 1000-3 will intercept a 210° ADF track from ILS-LMM or the 185 MKC radial as soon as practiable. After take-off maintain track on course until reaching 2500' prior to making left turn due to 2049' tower 2.9 S of airport. When KMBC-TV tower not visible (5 mi SE of airport) on N or NE take-off, climb to 2500' MSL on 060° ADF track from MKC-LFR prior to turning towards tower.

##When approach lights or glide slope inoperative, cross Bluff FM at not less than 1460' MSL and circling minimums apply to all aircraft except more than 2 engine type which are authorized 700-1. When approach lights or glide slope and Bluff FM are inoperative 700-1 minimums apply all aircraft.

Air Carrier Notes: ###Paragraph 28(A)(2) preface pages refering to 2 engine take-offs not applicable except to rnwys 35 and 36. *200-0.5 authorized on rnwys 35 and 36 only. ILS preface pages pertaining to inoperative glide slope and approach lights not applicable - Note ## applies.

MERIDIAN, MISS.
Key Field
Procedure No. 1

Correct Vol. 9, No. 17, dated November 2, 1954 - Column 10 - Straight-in to read runway 36 instead of runway 1.

NEW YORK, N. Y. International Arpt. 12' ILS IDL OM Cont. dashes (OM at IDL LFR site) Procedure No. 1 Effective date: 2/26/55 Amdt. No. 8 supersedes No. 7 dated 1/4/54 Major changes: Minimums revised.	Scotland Int. (Final)	OM	042 11.0	1000	S side SW crs ILS 222 outbnd 042 inbnd 1200' within 10 miles of OM.	1000'	770' 2.9	230' 0.6	2 Engine or less			Climb to 500' on NE crs ILS, make a climbing right turn to 130° intersecting SW crs Mitchel LFR. Continue climb to 1500' (or at a higher altitude when directed by ATC) outbnd on SW crs Mitchel LFR.
	Colts Neck VOR	ILS SW crs.	063 16.0	1400					T-dn C-dn S-dn 4 A-dn	300-1 400-1 300-0.75 600-2	300-1 500-1 300-0.75 600-2	
	Radar Terminal Area Transitions. All directions E of NE/SW crs of LaGuardia LFR.		Within 25 mi. Within 15 mi.	2500 1500					More than 2 Engines T-dn C-dn S-dn 4 A-dn		200-0.5 500-1.5 300-0.75 600-2	
Procedure No. 2 (Premised on use of back crs ILS & Elmont FM) Effective date: 2/26/55 Amdt. No. 5 Supersedes Amdt. No. 4 dated 1/4/54 Major changes: Minimums revised.	Glen Cove MH (Final)	Elmont FM	222 11.0	1500 1000	*E side NE crs ILS 042 outbnd 222 inbnd 1500' within 10 mi.	1000' over Elmont FM on final	No Glide Path 4.6 miles from Elmont FM		2 Engine or less T-dn C-dn S-dn 22 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	Climb to 1200 (or higher altitude when directed by ATC) on SW crs ILS within 10 miles. *Procedure turn conducted East to avoid LaGuardia traffic. Caution: The minimums on this procedure do not provide standard clearance over the following obstructions: 278' stack 1.7 mi SSE of rnwy 4R, 165' airport control tower, 290' tank 1/2 mi SE of Elmont FM.
	Idlewild LFR	Elmont FM	042 9.0	1500'					More than 2 Engines T-dn C-dn S-dn 22 A-dn		200-0.5 500-1.5 400-1 800-2	
	Radar Terminal Area transitions. All directions E of NE/SW crs of LaGuardia LFR.		Within 25 mi. Within 15 mi.	2500 1500								
PHILADELPHIA, PA International Arpt. 10' ILS PHL LOM PH Combination ILS - ADF Procedure No. 1 Effective date: 2/26/55 Amdt No. 7 Supersedes Amdt. No. 6 dated 11/26/54 Major changes: Radar transition altitudes added. Procedure turn distance limited.	Boothwyn FM (Final)	LOM	085 7.0	1500 (ILS) 900 (ADF)	S side W crs. 265 outbnd 085 inbnd 1500' within 10 mi. of LOM (NA beyond 10 mi.)	1500' ILS 900' ADF over LOM	1500' 5.3	230' 0.7	2 Engine or less T-dn C-dn ILS*	300-1 400-1	300-1 500-1	Within 5.3 miles after passing LOM (ADF)...climb to 2500' on NE crs of Philadelphia LFR to Mt Holly Int. Alternate missed approach procedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int. at 1500'. *500-1 required with glide slope inoperative.
	Philadelphia LFR	LOM	251 2.8	1500					ADF S-dn 9 ILS* ADF	500-1 200-0.5 500-1	500-1 200-0.5 500-1	
	Radar Terminal Area Transition Altitudes. North quadrant of Philadelphia LFR		within 20 mi. within 10 mi.	2300 1800					More than 2 Engines T-dn C-dn S-dn 9 ILS* ADF		200-0.5 500-1.5 200-0.5 500-1	
	NW quadrant of Philadelphia LFR		within 20 mi. within 10 mi.	2000 1500					All Aircraft A-dn ILS ADF	600-2 800-2	600-2 800-2	
	SW and SE quadrants		within 20 mi.	1500								
ST. JOSEPH, MO. Rosecrans Memorial 821' ILS-STJ LOM-ST Procedure No. 1 Effective date: 3/5/55 Amdt. No. 9 supersedes No. 8 dated 5/5/54 Major changes: 1. Deletes notes regarding weather bureau, item 13. Observation now on 24-hour basis.	St. Joseph VOR	LOM	167 3.5	2300'	E side S course. 172 outbnd 352 inbnd 2300' within 10 mi. (NA beyond 10 mi.)	ILS 2300' ADF 1800'	2261 6.0	1066 0.8	2 Engine or less *T-dn C-d C-a S-dn 35	300-1 500-1 500-1.5	300-1 700-1 700-1.5	Within 6.0 miles (ADF) climb to 2400' on north course ILS within 25 miles. Caution: 400' Bluffs west, NW and East of airport. Air Carrier Notes: *Preface pages pertaining to take-off applicable, except 300-1 required on runway 36. #Part 40 P. P. paragraph 28(A)(B) applicable, except 400-0.75 required when glide slope inoperative.
									ILS# ADF A-dn ILS ADF	200-0.5 400-1 600-2 800-2	200-0.5 400-1 700-2 800-2	
									More than 2 Engines *T-dn C-dn S-dn 35 #ILS ADF A-dn ILS ADF		300-0.5 700-1.5 200-0.5 400-1 700-2 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (1-25-55)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALEXANDRIA, LA. Municipal Airport 88 LFR - AEX Procedure No. 1 February 1, 1951 Major Changes: Superseded by Special Procedure (Not Published).	Procedure Cancelled effective date: 2/11/55									
BILOXI, MISS. Keesler AFB 20° MRLWZ - BIX Procedure No. 1 Dated: 8/1/51	Procedure Cancelled-Superseded by Special Procedure No. 1 dated January 28, 1955. (Not published)		This cancellation does not affect the A-L Charts in the Military Pilot's Handbook							
COLUMBIA, MO. Columbia Airport 778'	Correct Vol. 9, No. 20, dated 12/14/54 - Column 3 to read: 233° instead of 293°.									
GORDONSVILLE, VA. CAA Intermediate Fld. 438 SBMRAZ-VDT - GVE Procedure No. 1 Amendment Dated: 8/16/48	Procedure Cancelled effective date: 2/23/55									
JACKSON, TENN. Jacks Creek Airport 550 SBRAZ - DTV - JAN Procedure No. 1 Amendment Dated: 12/16/47	Procedure Cancelled effective date: 2/23/55									
LAS VEGAS, NEV. Nellis AFB 1888 SBMRAZ - VDT - LAS Procedure No. 1 Amendment No. 4 Effective date: 2/12/55 Supersedes Amend. No. 3 dated 8-16-54 Major Changes: New format	Instrument approach procedure to be conducted in accordance with USAF procedure as published on C&GS Chart AL-227 - RNG (This corrects procedure erroneously issued on ADF Procedure Form, which should be destroyed.)						T-dn C-dn A-dn	All Aircraft 800-2 1500-2 1500-3	 800-2 1500-2 1500-3	
OAKLAND, CALIF. Metropolitan Oakland International Airport Procedure No. 1 Effective date: 2/5/55	Correct Vol. 9 #21, dated 12/28/54- Fourth Transition - Column 3 by adding: 304°; 8.0 mi; Column 4 by adding: 500'.									
PHILADELPHIA, PA. International Airport 10 SBMRAZ - DVT -PHL Procedure No. 1 Effective date: 2/26/55 Amdt. No. 5 Supersedes Amdt. No. 4 dated 11/26/54 Major Changes: Radar transitions added, procedure turn distance limited.	Boothwyn FM (Final) Radar Terminal Area Transition Altitudes North Quadrant of Philadelphia LFR NW quadrant of Philadelphia LFR SW and SE quadrants	080 9.0 within 20 mi within 10 mi within 20 mi within 10 mi within 20 mi	900 2300 1800 2000 1500 1500	S side W crs 260 - outbnd 080 - inbnd 1500'-within 10 mi (NA beyond 10 mi)	900	099 2.7	2 engine or less Tdn C-dn S-dn 9 A-dn More than 2 engine T-dn C-dn S-dn 9 A-dn	300-1 400-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	300-1 500-1 400-1 800-2	Within 2.7 miles...climb to 2500' on NE crs or when requested by ATC, make a right climbing turn, climb to 1500' on south course. Caution: Standard clearance not provided over obstruction one mile SE of range station; rate of descent exceeds standard for straight-in-approach.

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
TOLEDO, OHIO Municipal Airport 622 Genoa Rbn GNO Procedure No. 1 Effective: 11/7/52 Amendment: Original	Procedure Cancelled Effective date: 12/6/54									

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (1-25-55)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
ALEXANDRIA, LA. Alexandria AFB 88 VOR - AEX Procedure No. 1 dated: 3/12/52 Major Changes: Superseded by Special Procedure. (Not Published).	Procedure Cancelled effective date: 2/11/56.									
HUNTSVILLE, ALA. Huntsville Airport 619 VORW - HSV Restricted Procedure No. 1 Amendment No. 2 Effective date: 2/26/55 Supersedes Amdt. No. 1 dated 7/7/54 Major Changes: Night restrictions removed. Note: Added regarding weather observations.				W side of course 338 - outbnd 158 - inbnd 2500' - within 10 mi	2000	158 7.5	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 800-1.5 1000-2	300-1 900-1.5 1000-2 200-0.5 900-2 1000-2	Within 7.5 mi climb to 3500' on radial 158 within 25 miles. Caution: (1) Danger area 2 miles S of arpt. (2) 1917' MSL tower 4 miles NNE of airport. (3) Weather service not available to the general public. (4) Due to NOTAM concerning let down radial, pilot should depend on heading only from VOR to airport. (5) Caution: No control area. Pilots using this facility shall, as soon as practicable, advise Muscle Shoals radio of their position, altitude, ETA, and intentions, and thereafter determine that adequate separation exists from other reported users of navigational facilities in the area. In instances where other aircraft have previously contacted Muscle Shoals Radio, hold between facility and a point two minutes out on final approach course at least 1,000 feet above procedure turn altitude and 1,000 feet above previously reported traffic until advised that aircraft making approach has landed. Keep Muscle Shoals Radio advised at all times of changes in altitude and position in order that other aircrat may also receive this information.
WILMINGTON, N.C. New Hanover Co. Arpt. 31 BVOR - IMN Procedure No. 1 Amendment -original Effective date: 1/26/55	Wilmington Rbn	023 6.0	1200	W side crs 20 - outbnd 200 - inbnd 1300 - within 10 mi	800	201 5.8	2 engine or less T-dn C-dn A-dn More than 2 engine T-dn C-dn A-dn	300-1 500-1 800-2	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Climb to 1600 on radial 199 within 25 miles.

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (+) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT./S/ OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
TOLEDO, OHIO Toledo Airport 622 LVOR - TOL TVOR - 4 TVOR - 14 TVOR - 32 Amendment No. M-2 Effective date: 1/15/54	Procedures Cancelled January 5, 1955 due to decommissioning of Toledo LVOR facility.									
WATERLOO, IOWA Municipal Airport TVOR - 6 Effective date: 2/5/55	Correct Vol. 9 #23, dated 1/15/55 - More than 2 engine - C-dn - column 10 should read: 800-1.5 instead of 600-1.5.									

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
NEW YORK, N.Y. International Airport 12 Procedure No. 1 Effective date: 2/26/56 Amdt. No. 4 Supersedes Amdt. No. 3 dated Sept. 19, 1953 Major changes: Revises minimums; includes maneuvering altitudes.	All Directions 2500' within 25 miles East of NE/SW courses of LaGuardia LFR 1500' within 15 miles.	4 6	2 engine or less T-dn C-dn S-dn A-dn More than 2 engine T-dn C-dn S-dn A-dn	300-1 400-1 300-0.75 600-2 300-0.5 500-1.5 300-0.75 600-2	300-1 500-1 300-0.75 600-2 300-0.5 500-1.5 300-0.75 600-2			Climb to 500' on heading of 042° make a climbing right turn to 130° intersecting SW course Mitchel LFR. Continue climb to 1500' (or higher altitude when directed by ATC) outbound on SW course Mitchel LFR. Caution: Ceiling minimums do not provide standard clearance over 270' stack 1.7 miles SSE of Runway 4R and 165' airport control tower.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (1-25-56)

OHIO STATE UNIVERSITY
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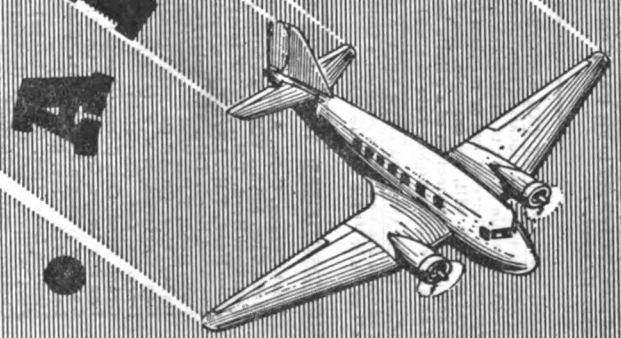
SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 20

SPECIAL NOTICE
Aeronautical Chart Correction p. 19

SPECIAL NOTICE
MAGNETIC VARIATION CHANGES. See page 5.

AIRMAN'S GUIDE



SPECIAL NOTICE
ATOMIC ENERGY COMMISSION CONDUCTING TESTS. Page 3.

SPECIAL NOTICE
BALLOON RELEASE AND LEAFLET DROPS FEB. 12 & 22. See page 3.

SPECIAL NOTICE
CALIFORNIA RESTRICTED (DANGER) AREA COMPLEX. See Chart page 26.

NOTICES TO AIRMEN Page 2

VOL. 9, NO. 24. . . .FEBRUARY 8, 1955

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

CIVIL USAGE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission of the commanding officers thereof.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

✓ LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

FCN	Fort Carson, Colo., AAF (Assignment)
RCT	Reed City, Mich., VOR (Deletion)
XDH	Diamond Head, T.H., LF/MF Intersection (Assignment)
XKH	Koko Head, T.H., LF/MF Intersection (Assignment)
XVD	Diamond Head, T.H., VOR Intersection (Assignment)
XVK	Koko Head, T.H., VOR Intersection (Assignment)
AS	Casey, Que. (RCAF On-Field Beacon) (Assignment)
CC	Cape Christian, N.W.T. (Assignment)
DR	Dresden, Ont. (Deletion)
GV	Grand Bend, Ont. (Ident. change)
LE	Lac des Loups, Que. (RCAF On-Field Beacon) (Change)
LG	Calgary (Lincoln Park), Alta. (Name change)
LK	Lake Marin, Que. (Deletion)
LM	Manuan Lake, Que. (Name change)
QT	Fort William/Port Arthur (Lakehead), Ont. (Name change,
TM	Chatham, Ont. (Deletion)
TN	Trenton, Ont. (RCAF Inner Beacon) (Assignment)
WC	Wallaceburg, Ont. (Assignment)
VL	Val d' Or, Que. (RCAF Outer Beacon) (Deletion)
YJ	Victoria (Patricia Bay), B.C. (Name change)

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, No. 23, dated January 25, 1955 as follows:

(1) Page 26 - Location Identifiers - correct Aberdeen, S. Dak., Saunders Airport to read: "ABR".

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary; this issue 15 cents.

(2-8-55)

Amend Airman's Guide, Volume 9, Number 21, dated December 28, 1954:

(1) Page 73 - On Request Reporting Points -under Cancel- Turnpike Intersection - by adding description - intsxn 359° magnetic radial Pittsburgh, Pa. VOR and 275° magnetic bearing from Butler, Pa.

✓ CIVIL AIRWAYS, CONTROL AREA EXTENSIONS, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective March 1, 1955, unless otherwise advised the following civil airways, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS: (1) Red Civil Airway No. 12 is amended by changing caption to read: "(Joliet, Illinois, to Williamsport, Pa.) and by changing the portion before the South Bend, Ind., radio range station to read: "From the Joliet, Ill., radio range station via the intersection of the east course of the Joliet, Ill., radio range and the west course of the South Bend, Ind., radio range; South Bend, Ind., radio range station." (Note: Above deletes the portion between Bradford, Ill., and Joliet, Ill.)

(2) Blue Civil Airway No. 6 (Abilene, Tex., to Muskegon, Mich.) is amended by changing the portion which reads: "From the Springfield, Ill., radio range station via the Peoria, Ill., radio range station to the intersection of the north course of the Peoria, Ill., radio range and the southwest course of the Joliet, Ill., radio range." to read: "From the Springfield, Ill., radio range station to the Peoria, Ill., radio range station. " (Note: Above deletes the portion between Peoria, Ill., and Bradford, Ill.).

CONTROL AREAS: (1) Red Civil Airway No. 12 is amended by changing the caption to read: (Joliet, Ill., to Williamsport, Pa.)

CONTROL AREA EXTENSIONS: (1)(Moses Lake, Wash.) is amended to read: "That airspace south of Green civil airway No. 2 within a 30 statute mile radius of the Larson Air Force Base, Moses Lake, Wash., excluding the portion which overlaps the Hanford, Wash., Airspace Reservation." (Note: Above is a correction for the Federal Register based on recission of Moses Lake danger area, which no longer applies to this extension).

(2) (Bangor, Maine) is amended to read: "That airspace within a 25 statute mile radius of Dow AirForce Base, Bangor, Maine."

(3) (Limestone, Maine) is added to read: "That airspace over United States territory within a 40 statute mile radius of Loring Air Force Base, Limestone, Maine, excluding the portion which overlaps Restricted Area (R-80)."

CONTROL ZONES: (1) (Bangor, Maine) is amended to read: "Within a 5 statute mile radius of Dow AirForce Base, Bangor, Maine, within 2 statute miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 statute miles either side of a line bearing 314° true extending from Dow Air Force Base to a point 15 statute miles northwest of the Air Force Base, and within 2 statute miles either side of a line bearing 356° true extending from the Air Force Base to a point 10 statute miles north of the Bangor omnirange station."

(2) (Limestone, Maine) is amended to read: "That airspace over United States territory within a 6 statute miles radius of Loring Air Force Base, Limestone, Maine, within 2 statute miles either side of a direct line extending between the Loring AFB and the Loring AFB omnirange station, and within 2 statute miles either side of a direct line extending between the Loring AFB non directional radio beacon and the Presque Isle, Maine radio range station excluding the portion which overlaps the Presque Isle control zone.".

(3) (Five mile radius zones) is amended by deleting the following airports: Old Town, Maine - Old Town Airport; Gordonsville, Va. - CAA Intermediate Field.

(4) (Jack's Creek, Tenn.) control zone is revoked.

REPORTING POINT: (1) Red Civil Airway No. 12 is amended by changing caption to read: (Joliet, Ill., to Williamsport, Pa.).

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY: Effective immediately the following ARTC boundary is established:

(1) WASHINGTON-JACKSONVILLE ARTC BNDRY is established on Amber 7 Victor 3 and Victor 3 W at points 20 s miles NE and N of Florence, S.C. VOR station.

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:

(1) SMOKY HILL HOMER - direction of holding - N; direction of turn -RIGHT inbound heading 170°; time - 1 minute.

(2) WILMINGTON, N.C. "MH" - direction of holding - NW on the 341° magnetic bearing of the MH facility; inbound course 161° magnetic; direction of turn - RIGHT; time - 1 minute minimum altitude 1400'.

(3) WILMINGTON, N.C. "ILS-LOM" - direction of holding - SE on ILS lclzr crs (163° magnetic outbnd, 343° magnetic inbnd); direction of turn-RIGHT; time-1 minute; minimum altitude 1400'.

(4) WILMINGTON, NC VOR- direction of holding NE on the Wilmington 049°mag radial; inbnd crs to fix 229° mag rad; direction of turn-RIGHT; time- 1 minute; minimum alt. 1300'

✓ ATOMIC ENERGY COMMISION CONDUCTING SERIES OF TESTS: Starting about mid-February 1955, the Atomic Energy Commission will conduct at its Nevada test site a series of atomic tests. The series will conform generally with those previously held in Nevada. Operators of highly sensitive airborne prospecting equipment should take special precautions and should communicate with U. S. Atomic Energy Commission, Division of Raw Materials offices in Denver and Grand Junction, Colorado or in Salt Lake City, Utah for specific information on location of areas of increased radioactivity after each test is announced in the local press.

✓ BALLOON RELEASE AND LEAFLET DROPS FEBRUARY 12 AND 22: All pilots are advised that at noon local time on February 12, 1955, light plastic balloons carrying printed material will be launched in 210 cities. A mass launching of 1400 balloons will be made in Milwaukee, Wisconsin. These activities are prelude to National Freedom Week, the Crusade for Freedom headquarters has announced. Pilots are further advised that at noon local time on February 22, 1955, the Civil Air Patrol aircraft will drop leaflets over approximately 200 cities. Local CAP officials have been asked to clear the project with local authorities in conjunction with National Freedom Week.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:

(1) Page 21 - under California - change Fresno CAA telephone number to read: 5-1320.

(2) Page 23 - under Nevada - change Reno CAA telephone number to read: 2-2842.

(3) Page 47 - revised to show correct telephone numbers and/or addresses as follows:

46th Air Rescue Squadron
Chicopee 3-6411, Ext. 424, 655
Holyoke 2-1421, Ext. 424, 655

47th Air Rescue Squadron
Hudson 6-7182, Ext. 570, 571

48th Air Rescue Squadron
Eglin Air Force Base
Valparaiso, Florida

49th Air Rescue Squadron
Howard 3-0511, Ext. 3105

and further amended by adding the following:

RCC, 25th Air Division
McChord Air Force Base
Tacoma, Washington
Lakewood 5254, Ext. 287

RCC, 26th Air Division
Roslyn, Long Island, N.Y.
Roslyn 3-2600, Ext. 274, 131

RCC, 27th Air Division
Norton Air Force Base
San Bernardino, California
San Bernardino 7211, Ext. 3291

RCC, 28th Air Division
Hamilton Air Force Base
Hamilton, California
Tucker 3-7711, Ext. 2-2204

RCC, 31st Air Division
Fort Snelling
Minneapolis, Minnesota
Parkway 1-2915, Ext. 7

Note: RCC, at Fort Snelling is on Rescue Liaison Officer Status only.

RCC, 32nd Air Division
Syracuse, New York
Syracuse 5-42411, Ext. 105, 289

(4) Page 66- Delete the material concerning Radar Monitoring of Instrument Approaches and substitute the following:

At CAA radar locations, all instrument approaches on the ILS or other letdown facilities which are made within the coverage of the precision radar equipment (PAR) will be observed whenever the weather is below the basic VFR minimums (1000 and 3). Radar advisory information will be furnished to a pilot:

a. Automatically when an approach can be observed on PAR and the ceiling and/or visibility is below the highest circling minimum for the airport;or
b. When radar observation reveals a situation or an emergency which, in the opinion of the controller, can affect the safety of the flight.

Prior to starting final approach, the pilot will be advised of the frequency on which the advisories will be transmitted. This will normally be the ILS localizer voice channel. If radar advisories cannot be furnished for any reason, the pilot will be so advised.

Radar advisories will be terminated when the pilot reports contact or that he has the runway in sight.

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment No. 102 to Part 608- shall become effective on February 4, 1955. SEE ALSO PAGE 19.

(1) In Section 608 55, Moses Lake, Washington area (R-245, formerly D-245), published on July 16, 1949, in 14 F.R., 4297 and amended on March 17, 1950, in 15 F.R. 1510 is rescinded

(2) In Section 608.40, Oswego, New York, area (R-70 formerly D-70), published on March 17, 1950, in 15 F.R. 1510 and amended on September 26, 1950, in 15 F.R. 6472 is further amended by changing the "Using Agency" column to read: "First Air Force, Mitchell AFB, New York." SEE ALSO PAGE 19 OSWEGO REDESIGNATED.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, redesignated or cancelled as indicated:

DESIGNATED:

(1) COYLE INTSXN - the intersection Millville LFR northeast course with McGuire AFB LFR southeast course.

(2) PALUXY INTSXN - the intersection of the northwest course of the Waco, Texas, LFR and the 210° magnetic bearing from the Ft. Worth, Texas, LF Range.

(3) BRADY INTSXN - the intersection of the San Angelo, Texas, 101°magnetic radial and the Junction, Texas, 028° magnetic radial.

(4) BAYSHORE INTSXN - the intersection of the Miami, Florida 085° magnetic radial and the West Palm Beach, Florida 175° magnetic radial.

(5) LAUDERDALE INTSXN - the intersection of the Miami, Florida 032° magnetic radial and the West Palm Beach, Florida 175° magnetic radial.

(6) OTTWAY INTSXN - the intersection of the Tri-City, Tennessee 252° magnetic radial and the Asheville, N. C. 330° magnetic radial.

(7) KENDALL INTSXN - the intersection of the southeast course of the Miami, Fla., LF Range and 034° magnetic bearing from the Homestead AFB, Fla., LF range.

(8) YUMA INTSXN - the intersection of Tri-City, Tenn., 290° magnetic radial and Knoxville, Tenn., 054° magnetic radial.

(9) HINDSBORO, ILL. INTSXN - the intersection of the Vandalia, Illinois, VOR radial directed toward the Lafayette, Indiana, VOR and the Terre Haute, Indiana, VOR radial directed toward the Springfield, Illinois, VOR.

(10) KNOXVILLE, MISSOURI INTSXN - the intersection of the St. Joseph, Missouri, VOR 120° magnetic radial and the Kansas City, Missouri, VOR 068° magnetic radial.

(11) EUREKA INTSXN - the intersection York, Kentucky, VOR en route radial on Victor 174 with Parkersburg VOR en route radial on Victor 119.

(12) NORRISVILLE INTSXN - the intersection West Chester VOR en route radial on Victor 166 with Baltimore VOR en route radial on Victor 93.

REDESIGNATE

(1) WALNUT GROVE, W. VA. INTSXN - the intersection of Elkins, West Virginia, VOR en route radial on Victor 174 with the Charleston, West Virginia, VOR direct radial to Morgantown VOR.

(2) POTOMAC, VA. INTSXN - the intersection formed by Gordonsville VOR 062° magnetic radial with Herndon VOR direct radial to currently designated Potomac Intsxn.

(3) PARKTON, MD. INTSXN - the intersection to be formed by West Chester VOR 262° magnetic radial with Baltimore VOR direct radial to currently designated Parkton Intsxn.

(4) BONITA INTSXN- the intersection of W. Palm Beach, Fla., 013° mag radial and Vero Beach, Fla., 130° mag radial.

CANCEL

(1) HUMBOLDT INTSXN.

The following on-request reporting points are designated, redesignated or cancelled effective on March 15, 1955.

REDESIGNATE

(1) MILAN, MICH INTSXN - the intersection of the 230° magnetic (front) course of the Ypsilanti, (Willow Run) Michigan ILS localizer, the 276° magnetic radial of the Carleton, Michigan omnirange and the 354° magnetic radial of the Waterville, Ohio omnirange.

(2) BRIDGEWATER, MICH INTSXN - the intersection of the 233° magnetic radial of the Salem, Michigan, omnirange and the 297° magnetic radial of the Carleton, Michigan omnirng.

DESIGNATE

)1) FLINT, MICH. INTSXN - the intersection of the 070° magnetic radial of the Lansing, Michigan, omnirange and the 346° magnetic radial of the Salem, Michigan omnirange.

(2) MIDCRAFT, MICH. INTSXN - the intersection of the 050° magnetic (back) course of the Ypsilanti, Michigan, ILS localizer and the 101° magnetic radial of the Salem, Michigan, omnirange.

(3) BELLE, MICH. INTSXN - the intersection of the 101° magnetic radial of the Salem, Michigan, omnirange and the 028° magnetic radial of the Waterville, Ohio, omnirange.

(4) RIVERSIDE, MICH. INTSXN - the intersection of the 101° magnetic radial of the Salem Michigan, omnirange and the radial of the Cleveland, Ohio, omnirange directed toward the Windsor, Ontario, LF radio range.

(5) TILBURG, ONTARIO, CANADA INTSXN - the intersection of the 101° magnetic radial of the Salem, Michigan, omnirange and the 079° mag radial of the Carleton, Mich. omnirng.

(6) ELOISE, MICH. INTSXN - the intersection of the 032° magnetic (back) course of the Detroit, (Wayne-Major) Michigan, ILS localizer and the 124° magnetic radial of the Salem, Michigan, omnirange.

(7) ESSEX, ONTARIO, CANADA INTSXN - the intersection of the 079° magnetic radial of the Carleton, Michigan, omnirange and the 330° magnetic radial of the Cleveland, Ohio, omnirange.

(8) McGREGOR, ONTARIO, CANADA INTSXN - the intersection of the 124° magnetic radial of the Salem, Michigan, omnirange and the 079° magnetic radial of the Carleton, Michigan, omnirange.

(9) PELEE, ONTARIO, CANADA INTSXN - the intersection of the 081° magnetic radial of the Carleton, Michigan, omnirange and the 124° magnetic radial of the Salem, Michigan, omnirange and the 330° magnetic radial of the Cleveland, Ohio omnirange.

(10) ROCKWOOD, MICHIGAN INTSXN - the intersection of the 143° magnetic radial of the Salem, Michigan, omnirange and the 028° magnetic radial of the Waterville, Ohio, omnirange.

(11) DETROIT RIVER, MICHIGAN INTSXN - the intersection of the 143° magnetic radial of the Salem, Michigan, omnirange and the 081° magnetic radial of the Carleton, Michigan, omnirange.

(12) MIDDLE, OHIO INTSXN - the intersection of the 143° magnetic radial of the Salem, Michigan, omnirange and the 348° magnetic radial of the Mansfield, Ohio omnirange.

(13) DEERFIELD, MICH. INTSXN - the intersection of the 239° magnetic radial of the Carleton, Michigan, omnirange and the 354° magnetic radial of the Waterville, Ohio omnirange.

(14) OGDEN, MICH. INTSXN - the intersection of the 330° magnetic radial of the Waterville, Ohio, omnirange and the 239° magnetic radial of the Carleton, Michigan, omnirange.

(15) LYONS, OHIO INTSXN - the intersection of the 308° magnetic radial of the Waterville, Ohio, omnirange and the 239° magnetic radial of the Carleton, Michigan omnirange.

(16) PULASKI, OHIO INTSXN - the intersection of the 051° magnetic radial of the Fort Wayne, Indiana, omnirange and the 275° magnetic radial of the Waterville, Ohio, omnirange.

(17) EDGERTON, OHIO INTSXN - the intersection of the 037° magnetic radial of the Fort Wayne, Indiana, omnirange and the 275° magnetic radial of the Waterville, Ohio, omnirange.

(18) HUDSON, MICH. INTSXN - The intersection of the 308° magnetic radial of the Waterville, Ohio, omnirange and the 233° magnetic radial of the Salem, Michigan, omnirange.

(19) TIPTON, MICHIGAN INTSXN - the intersection of the 276° magnetic radial of the Carleton, Michigan omnirange and the 233° magnetic radial of the Salem, Michigan, omnirange

(20) SPRINGVILLE, MICH. INTSXN - the intersection of the 076° magnetic radial of the Litchfield, Michigan, omnirange and the 126° magnetic radial of the Lansing, Michigan, omnirange.

(21) WOLF LAKE, MICH. INTSXN - the intersection of the 126° magnetic radial of the Lansing, Michigan, omnirange and the 252° magnetic radial of the Salem, Michigan, omnirange.

(22) LESLIE, MICH. INTSXN - the intersection of the 276° magnetic radial of the Salem, Michigan, omnirange and the 126° magnetic radial of the Lansing, Michigan, omnirange.

(23) PERRYSVILLE, IND., INTSXN - the intersection of the Terre Haute, Indiana, omnirange radial directed toward the Peotone, Illinois omnirange and the Lafayette, Indiana omnirange radial directed toward the Vandalia, Illinois, omnirange.

(24) UNION CENTER, ILL. INTSXN - the intersection of the 253° magnetic radial of the Terre Haute, Indiana omnirange and the 291° magnetic radial of the Scotland, Indiana omnirange.

(25) MITCHELL, INDIANA INTSXN - the intersection of the 184° magnetic radial of the Indianapolis, Indiana, omnirange and the Scotland, Indiana, omnirange radial directed toward the Louisville, Kentucky, omnirange.

(26) BARRINGTON, ILL., INTSXN - the intersection of the 356° magnetic radial of the Naperville, Illinois, omnirange and the 323° magnetic radial of the Chicago, Ill., (Midway) Terminal omnirange (TVOR) and the 318° magnetic (front) course of the O'Hare, Illinois, ILS localizer.

(27) BIG RUN, ILL., INTSXN - the intersection of the 132° magnetic radial of the Naperville, Illinois, omnirange and the Joliet, Illinois, omnirange direct radial to the Chicago, Illinois (Midway) Terminal omnirange.

(28) GARY, IND., INTSXN - the intersection of the 087° magnetic radial of the Chicago Heights, Illinois, omnirange and the 132° magnetic (back) course of the Chicago, Illinois (Midway) ILS localizer.

(29) GLEN ELLYN, ILL. INTSXN - the intersection of the 020° magnetic radial of the Naperville, Illinois, omnirange and the 292° magnetic radial of the Chicago, Illinois, (Midway) Terminal omnirange.

(30) MATENO, ILL., INTSXN - the intersection of the 196° magnetic radial of the Chicago, Illinois (Midway) Terminal omnirange and the 309° magnetic radial of the Peotone, Illinois, omnirange.

(31) PAPI, MICH., INTSXN - the intersection of the 037° magnetic radial of the Chicago, Illinois, (Midway) Terminal omnirange and the 007° magnetic radial of the Chicago Heights,

(2-8-55)

Illinois, omnirange.

(32) WOODSTOCK, ILL., INTSXN - the intersection of the 336° magnetic radial of the Naperville, Illinois, omnirange and the 213° magnetic radial of the Milwaukee, Wisconsin, and the 120° magnetic radial of the Janesville, Wisconsin, omniranges.

(33) WHEATLAND, WISC. INTSXN - the intersection of the 356° magnetic radial of the Naperville, Illinois, omnirange and the 213° magnetic radial of the Milwaukee, Wisconsin, omnirange.

(34) TAYLOR, MICH., INTSXN - the intersection of the 115° magnetic radial of the Milwaukee, Wisconsin, omnirange and the 007° magnetic radial of the Chicago Heights, Illinois, omnirange.

(35) SHELBY, IND., INTSXN - the intersection of the 153° magnetic radial of the Chicago Heights, Illinois, omnirange and the 094° magnetic radial of the Peotone, Illinois omnirange.

(36) ARGYLE, WISC, INTSXN - the intersection of the 275° magnetic radial of the Janesville, Wisconsin, omnirange and the Lone Rock, Wisconsin, omnirange radial direct to the Dixon, Illinois, omnirange.

(37) BIG ROCK, IND., INTSXN - the intersection of the 275° magnetic radial of the Moline, Illinois, omnirange and the 057° magnetic radial of the Iowa City, Iowa, omnirange.

(38) THOMASTON, ILL., INTSXN - the intersection of the 029° magnetic radial of the Moline, Illinois, omnirange and the 256° magnetic radial of the Dixon, Illinois, omnirange.

CANCEL

(1) MILFORD, MICHIGAN INTSXN
(2) MAIDSTONE, MICHIGAN INTSXN
(3) PETERSBURG, MICHIGAN INTSXN
(4) SCOFIELD, MICHIGAN INSTXN
(5) ADRIAN, MICHIGAN INTSXN
(6) MORENCI, MICHIGAN INTSXN,
(7) NAPOLEON, MICHIGAN INTSXN
(8) PLEASANT LAKE, MICHIGAN INTSXN.
(9) BEDFORD, MICHIGAN INTSXN
(10) HENRIETTA, MICHIGAN INTSXN
(11) HOWELL, MICHIGAN INTSXN
(12) TRIANGLE, INDIANA INTSXN
(13) HEBRON, INDIANA INTSXN
(14) THOMASTON, INDIANA INTSXN
(15) MENTONE, INDIANA INTSXN
(16) JOLIET, ILLINOIS INTSXN
(17) MORRIS, ILLINOIS INTSXN
(18) MARSEILLES, ILLINOIS INTSXN
(19) LEE, ILLINOIS INTSXN

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New edition of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Bimingham	Savannah	WAC 309
Jacksonville	Miami Local	WAC 357
Miami	Norfolk Local	WAC 358
New Orleans	Philadelphia Local	WAC 466
Orlando	Washington Local	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed for stamped "OBSOLETE FOR USE IN AVIATION".

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Chicago	1-31-55	Boston Local	1-31-55	WAC 307	1-31-55
Kansas City	1-20-55	WAC 266	1-21-55	WAC 361	1-21-55
Nashville	1-25-55	WAC 267	1-25-55	AP 9	1-19-55

Instrument Flight Charts

released since January 17, 1955

AL 133 RNG Biggs AFB · AL 138 RNG Ephrata Airport

AL 270	RNG	Selman Field
AL 326	RNG	Allegheny Co. Arpt.
AL 354	RNG	Walker AFB
AL 414	RNG	McChord AFB
AL 416	RNG	Tampa Int'l Airport
AL 417	RNG	Peter O'Knight Airport
AL 458	RNG	New Castle Co. Arpt.
AL 546	RNG	Prescott Airport
AL 625	RNG	Pinellas Co. Int'l Arpt.
AL 841	RNG	CGAS St. Petersburg(Seaplane)
AL 12	ILS	Kirtland AFB/Mun. Arpt.
AL 48	ILS-1	Billings Airport
AL 270	ILS	Selman Field
AL 326	ILS	Allegheny Co. Arpt.
AL 369	ILS-2	San Antonio Int'l Arpt.
AL 380	ILS	Travis (Chatham) Field
AL 416	ILS-2	Tampa Int'l Airport
AL 48	ADF	Billings Airport
AL 267	ADF	Bates Field
AL 268	ADF	Brookley AFB
AL 326	ADF-1	Allegheny Co. Arpt.
AL 380	ADF	Travis (Chatham)Field
AL 416	ADF	Tampa Int'l Airport
AL 458	ADF	New Castle Co. Airport
AL 658	ADF	Mineral Wells Airport
AL 957	ADF	Patrick Henry Airport
AL 267	VOR	Bates Field
AL 270	VOR	Selman Field
AL 326	VOR	Allegheny Co. Airport
AL 625	VOR	Pinellas Co. Int'l Arpt.
AL 658	VOR	Mineral Wells Airport
AL 685	VOR	Jamestown Airport
OP 358		Sacramento Mun Arpt.
RF/VOR 2, 10		

NEW CHARTS

AL 270	ADF	Monroe, Louisiana	Selman Field
AL 358	ILS-2	Sacramento, California	Sacramento Airport
AL 957	ILS	Newport News, Virginia	Patrick Henry Airport
AL 442	VOR	Macon, Georgia	Robins AFB
OP 873		Green Bay, Wisconsin	Austin-Straubel Airport
3094		North Pacific	

DISCONTINUED CHARTS

AL 253	RNG-2	Memphis, Tennessee	Memphis Airport
		(Procedure Cancelled - CAA 12-10-54) Effective date 1-22-55	
AL 794	ADF	Victorville, California	George AFB
		(Rbn Inoperative - USAF - 1-24-55)	
AL 421	VOR	Toledo, Ohio	Toledo Airport
		(Procedure Cancelled - Effective date 1-155-55) CAA	

✓ MAGNETIC VARIATION CHANGES: Changes in magnetic variation to conform with 1955 values affect the magnetic courses of radio ranges at the following locations:

Station	From	To
ALABAMA		
Anniston	3E	2E
Evergreen	5E	4E
ARIZONA		
Tucson	14E	13E
Yuma	15E	14E
ARKANSAS		
Flippin	7E	6E
Stuttgart	7E	6E
CALIFORNIA		
Burbank	16E	15E
Camarillo	16E	15E
Coalinga	17E	16E
Edwards AFB	16E	15E
El Centro	15E	14E
Fairfield (Travis AFB)	18E	17E
Fresno	17E	16E
Newhall	16E	15E
Palmdale	16E	15E
Sacramento	18E	17E
COLORADO		
Lamar	13E	12E
CONNECTICUT		
Bridgeport	12W	13W
FLORIDA		
Homestead	2E	1E
Key West	3E	2E
Miami	2E	1E
Milton (Whiting NAS)	5E	4E
Panama City (Tyndall AFB)	4E	3E
Pensacola	5E	4E
Pensacola (Navy Saufley)	5E	4E
GEORGIA		
Atlanta	2E	1E
Atlanta (Navy)	2E	1E
Macon	2E	1E
IDAHO		
Boise	19E	18E
Malad City	18E	17E
INDIANA		
Indianapolis	2E	1E
IOWA		
Des Moines	8E	7E
Mason City	7E	6E
KANSAS		
Garden City	12E	11E
Hill City	12E	11E
KENTUCKY		
York	1W	2W
MAINE		
Bangor	19W	20W
Brunswick	17W	18W
Presque Isle	21W	22W
Sprague ville	21W	22W
MICHIGAN		
Grand Marais	2W	3W
MINNESOTA		
Alexandria	8E	7E
Duluth	5E	4E
Minneapolis	6E	5E

Station	From	To
MISSISSIPPI		
Biloxi (Keesler AFB)	6E	5E
MONTANA		
Dillon	19E	18E
Drummond	20E	19E
Whitehall	19E	18E
NEBRASKA		
Chadron	14E	13E
NEVADA		
Elko	18E	17E
Fallon	18E	17E
Reno	18E	17E
Sodhouse	19E	18E
Wells	18E	17E
NEW JERSEY		
Atlantic City	9W	10W
NEW MEXICO		
Grants	14E	13E
Roswell	13E	12E
Tucumcari	13E	12E
NEW YORK		
Idlewild	11W	12W
LaGuardia	11W	12W
Poughkeepsie	12W	13W
NORTH CAROLINA		
Charlotte	2W	1W
NORTH DAKOTA		
Bismarck	13E	12E
Pembina	10E	9E
OHIO		
Mansfield	3W	2W
Youngstown	5W	4W
OKLAHOMA		
McAlester	9E	8E
Ponca City	10E	9E
OREGON		
Eugene	21E	20E
Newberg	22E	21E
Pendleton	21E	20E
Portland	22E	21E
PENNSYLVANIA		
Allentown	9W	10W
Altoona	6W	7W
Erie	5W	6W
Wilkes-Barre-Scranton	9W	10W
SOUTH CAROLINA		
Anderson	1E	b
Myrtle Beach	2W	3W

Station	From	To
SOUTH DAKOTA		
Aberdeen	11E	10E
Huron	11E	10E
Sioux Falls	10E	9E
TENNESSEE		
Jackson	5E	4E
Memphis	6E	5E
Smithville	2E	3E
TEXAS		
Abilene	11E	10E
Alice	10E	9E
El Paso	13E	12E
Galveston	9E	8E
Houston	9E	8E
Lubbock	12E	11E
Quitman	9E	8E
San Antonio	10E	9E
San Antonio (Randolph AFB)	10E	9E
San Marcos (Gary AFB)	10E	9E
Sulphur Springs	9E	8E
Tyler	9E	8E
UTAH		
Lucin	18E	17E
VIRGINIA		
Arcola	7W	6W
Chincoteague	7W	8W
Flat Rock	5W	6W
Herndon	7W	6W
Norfolk	6W	7W
Norfolk (Navy)	6W	7W
Oceana	6W	7W
Quantico	7W	6W
WASHINGTON		
Bellingham	24E	23E
Shelton	23E	22E
Spokane	22E	21E
WEST VIRGINIA		
Charleston	2W	3W
Morgantown	4W	5W
WISCONSIN		
Milwaukee	2E	1E
WYOMING		
Cherokee	16E	15E
Crazy Woman	16E	15E
Douglas	15E	14E
Fort Bridger	17E	16E

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) • Month and day item was reported.

** • New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ • New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: • Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360° -070° not usable acct course bends and roughness.

**ANNISTON ARPT: 574' (2981" MSL) lgtd TV twr erected 6.1 n mi SSE (158°T) at lat 33-29-06, long. 85-48-32. (7-21)

BIRMINGHAM-RADIO: VOR courses 005°-035°, 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)

BIRMINGHAM ARPT-TOWER: Feb 4, ASR shut down until approx Feb 18 - modification.

FLD: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)

DOTHAN-RADIO: About Feb 8, LF rng freq 233 kc will be changed to 368 kc. (1-5)

**DOTHAN ARPT: 480' lgtd TV twr erected 5.0 n mi SE (131°T) at lat 31-10-50; long 85-22-13.

EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.

GUNTERSVILLE ARPT: Closed. (12-20)

HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)

MOBILE-RADIO: VOR flgt-checked on arwy radials only.

**MOBILE-BATES ARPT: 573' (743'MSL) lgtd TV twr erected 18 n mi E 95°T at lat. 30-39-33, long. 87-53-33. (12-29)

MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)

**MONTGOMERY-DANNELLY FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Taxiway from rnwy 15 to E/W strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. (12-16)

**PRICHARD-SKYTRAIL ARPT: 213' lgtd rdo twr 1.5 n mi ESE (103°T) at lat 30-44-44; long. 88-05-40. (1-5)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling off glider operg intermittently on rnwy daylgt hrs during VFR. (1-13)

TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)

ARIZONA: CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn.

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)

PHOENIX-RADIO: LF rng has severe interference durg hrs darkness. (1-22)

✱PHOENIX-LUKE AFB-RADIO: USAF VHF/DF cmsnd. Freq: 121.5, 137.88 mc. (2-2) VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

TUCSON-RADIO: DME and VOR coverages lmtd to 35 n mi at 11,000;, 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads.

✱YUMA-RADIO: USAF H fac freq changed to 344 kcs. (1-27)

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Only rnwy 17-35 lgtd. Caution-const apch end rnwy 03 and taxiways. (1-27)

ARKANSAS: **BEAVER-SHIELDS ARPT: Abandoned. (1-31)

**FT. SMITH ARPT: 143' lgtd water tank erected 2400' W of N/S rnwy and 2400' N of E/W rnwy. (1-12)

HARRISON ARPT: New NW/SE rnwy under const. Fld clsd for ngt operns. (12-16)

HAZEN ARPT: Caution - E/W rnwy clsd. Men and equipment on fld. (12-22)

**JOINER-WILSON FLD: Abandoned. (2-4)

LITTLE ROCK-ADAMS FLD: ILS lclzr bldg being erected 500' NE of apch end runway 22, cable lying from W side of field running E/W approx 1000' N of S end runway 18-36. Glide path bldg to be erected W side rnwy 4-22 1000' NE apch end rnwy 4. (1-7)

ARKANSAS: **MAGNOLIA ARPT: Major repairs and UNICOM now avail. (1-25)
TEXARKANA-RADIO: VOR 143° radials to Rnwy 13 beyond tolerance due to roughness & bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness.

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of Rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
BAKERSFIELD-KERN COUNTY ARPT-TOWER: About Feb 8, ILS OM will be shut down until approx Mar 1 - relctn. (2-7)
BLUE CANYON ARPT, SITE 13 SFO-SLC: Closed - snow. (1-16)
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.
BRAWLEY ARPT: E/W Rnwy clsd-construction. (12-16)
BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on Rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of Rnwy 7 will oper intermittently during this test period.(12-7)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)
**EDWARDS-PANCHO BARNES ARPT: Delete from records. (1-27)
**EL MONTE-L.A. ARPT: Formerly called El Monte Arpt. (12-13)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (12-16)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard, marked. (11-17)
GASQUET ARPT: N side of strip clsd-const. (12-16)
KLAMATH-McBETH FLD: Closed-high vegetation. (12-16)
**LA MOINE BEACON SITE 23, SFO-SEA: Jan. 24, bcn site discontd. (1-28)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19). Caution-ILS and low freq. rng durg VFR conditions,have hvy simulated inst apch tfc. (11-29)
LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)
LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11)
LOS ANGELES INTERNATIONAL ARPT-TOWER: Jan 31, ASR shut down for approx 4 months - modernization. (2-1) FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just west of arpt. All jet acft departing rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. (1-17)
**MONTAGUE BEACON SITE 28, SFO-SEA: Jan 24, bcn site discontd. (1-28)
NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.
OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.
OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)
OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)
*OLANCHA GRANT AIRFIELD: Formerly carried as Campbell's Monache Meadows Arpt.
ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000';90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000';150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000';280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.
PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)
RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)
RIALTO-MORROW ARPT: Closed on Sunday -Drag races. (12-16)
SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.
SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'. (5-27)
SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.
SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)
SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx Mar 1, modernization and move to new twr. (12-9) FLD: Caution - dip in Rnwy 28L-10 R W of Rnwy 1R-19L. (12-18)
SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'.
SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only.
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-35°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)
**SANTA CRUZ-CAPITOLA ARPT: Abandoned. (1-6)
**STOCKTON ARPT: Hi-intensity rnwy lgts Rnwy 11-29 cmsnd. All rnwys avail for use except lgt acft portion of Rnwy 11-29. Open ditches bordering all taxiways, unmrkd. (2-1)
**STRATFORD-SCHWARTZ FARMS ARPT: New fld. 2 s mi SE at lat 36-10-00, long 119-49-00. Elev 195'. One strip 60' x 2525'. No serv. Type: L. (1-27)
UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)
**COLORADO SPRINGS-PETERSON ARPT: 300' lgtd rdo twr erected 5.2 n mi W. (1-26) Beacon inop. (9-14)
DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable inbound at 25 n mi below 10,500' on Amber 3; below 8500' on Red 1 and Red 6. (9-1)

(2-8-55)

COLORADO: DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc. (5-27)

**HOLYOKE MUN ARPT: Abandoned. (1-24)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat. 38-16-53, long. 104-18-00, conducting demolition work-days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat. 40-38-05, long. 103-08-15.(9-15)

THURMAN-RADIO: DME operg on test basis from 2400 Jan 20 to 0800 Feb 21. (1-21)

**VERNON-DICKSON ARPT: New fld. 5 s mi SW. NW/SE Strip 4500' x 60'. Elev: 3800'. 80 oct. 20' p-line S. (1-21)

CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 15-33 closed. (1-28)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker. (1-28)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

WILMINGTON-NEW CASTLE COUNTY ARPT: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500' MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only. Two-way rdo rqrd. (11-29)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. LF rng has auto voice ident on test basis. (8-10) TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21,200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and thru const area.(10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.

FLORIDA: CROSS CITY-RADIO: VOR not to be used for air navigation, due excessive roughness and bends. Caution advised.

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FT. MYERS-RADIO: VOR usable on arwy radials only. Pilots conducting VOR apchs to Page arpt should disregard VOR signals between VOR and arpt, due extreme course roughness of VOR radial 042°. (1-10)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs during daylgt hrs. About Feb 25, NE course LF rng will be realigned to 214°. (2-4)

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-280°, with exception apch course 248° usable to 9 n mi. (1-7)

JACKSONVILLE-IMESON ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control.(1-7)

KEY WEST-MEACHAM FLD: Acft weighing 8000 lbs or more taking off from Rnwy 8 and 11, will proceed straight out and conform with tfc pattern when passing Boca Chica Fld. Caution - const 600' extension to apch end Rnwy 8. Air carrier operns into Meacham fld authorized for Lockheed 18, DC-3, C-46 acft only, due to condition of rnwys. (11-26)

MIAMI: Effect March 16,1955 that portion of Caution Area C-172 & Warning Area W-173 which overlap airway from Miami LF rng direct to Key West LF rng, be rescinded.(12-14)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern

FLORIDA: Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: DME and VOR usable dist 35 n mi at min en route alt. (10-22)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: Caution - men and equip on fld. Use paved rnwy only.(2-7)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed - dredging operns.

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: ILS glide slope operg on test basis at 400' from old position up rnwy toward lclzr. Glide angle: 2.75°; unmonitored. (12-31)

**TALLAHASSEE-DALE MABRY ARPT: 461' MSL rdo twr lctd 3 n mi NE (50°T) at lat. 30-28-54, long. 84-17-20. (4-2)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

**TAMPA-KNIGHT ARPT: 828' (868'MSL) lgtd TV twr erected 7.2 n mi E (99°T) at lat. 27-53-55; long. 82-19-16. (1-26) 1134' MSL TV lgtd twr erected 11 n mi (115°T) at lat. 27-50-26; long. 82-15-47. (11-30)

VERO BEACH-RADIO: DME and VOR coverage 35 n mi at 1500' all azimuths. (8-6)

WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat. 26-49-07; long. 80-04-30. (8-12) All rnwy lgts inop. (10-30) Two (125' MSL) twrs lctd 3.4 n mi NE (37°T) at lat. 26-37-55; long. 80-03-00, dismantled 1-13-55. (1-13)

WEST PALM BEACH-PALM BEACH AFB: Civil acft using this field must obtain prior permission from Asst. Chief of Staff, Installations Hqrs USAF, Washington, 25, D. C. Field prohibited to civil single engine acft. (1-31)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)

ALBANY ARPT: Rnwys 9-27 and 16-34 closed to ngt aircarrier operns. (1-28)

ALBANY-TURNER AFB-RADIO: USAF VFH/DF unreliable below 2500' at 50 n mi.

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO: VOR courses 030°-095° and 285°-330° rough and unusable; other courses have occasional roughness. (1-21) About Feb 21, VAR voice feature will be decmsnd. Class: VARW. (2-3)

**ATLANTA-FULTON COUNTY ARPT: 450' (1550' MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity. (12-16)

CAMPBELLTON-RADIO: About Apr 1, LF rng will be decmsnd. (1-14)

**CHIPLEY-IDA CASON GARDENS ARPT: New Arpt. Type: P. Lat. 32-50; long. 84-51. Lctn: 2 mi S. No. of rnwys: 1. Elev: 904'. Lngst rnwy & facs: 31. (11-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)

**ELBERTON ARPT: Abandoned. (1-25)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

**LA GRANGE-CALLAWAY ARPT: Only 80 oct. gas avail. by prior arrangement. (12-27) Fld irregularly attended. (12-28)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

NORCROSS-RADIO: About Mar 1, VOR fac will be completed and cmsnd. (12-29)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10) VHF/DF opers 0700-2200, Mon-Sat; 1200-2200 Sun; 30 min notice other times. (1-12)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

IDAHO: BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 25 n mi at min terrain clearance alt. (4-16)
DIETRICH ARPT. Closed to all acft except for ski-equipped - ice and snow. (1-17)
DUBOIS ARPT, 23, SLC-GTF: Closed to all acft except ski-equipped, ice and snow. (1-21)
MALAD CITY-RADIO: VOR usable dist 0°-20° and 50°-60°, 35 n mi at 12,000'. (3-9)
MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. Opers: 0800-1700. Mon-Fri. (1-4)
POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)
**REXBURG ARPT: Bcn perm discontd. Bndry lgts oper on req only. (1-10)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt.
TWIN FALLS-ARPT: Men and equip. working in open trench off end Rnwy 30- Caution. (9-3)
WEISER ARPT: Closed to all operns - snow. (1-19)
ILLINOIS: **SPECIAL NOTICE: Two 247' twrs erected 1 mi N Grand Tower, Ill. One each side Mississippi River with cable running between. One steady red lgt at top of each twr.
BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 35 n mi. (3-17)
BENTON ARPT: Caution - new N/S rnwy under const. (10-5)
**BLOOMINGTON ARPT: h37-BL4-S5. (2-1)
**CARMI ARPT: Abandoned. (1-6)
CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260° T) at lat 39-59-56, long. 88-37-53. (7-14)
CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)
CHICAGO-MIDWAY ARPT: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)
CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable to ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.
CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)
CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N. (12-12)
**DANVILLE-VERMILION ARPT: Abandoned. (1-13)
DE KALB ARPT: Unlgtd 34' pole line 100' W. (1-5)
**GALESBURG-MUNSON ARPT: Abandoned. (1-6)
**GRAYMONT-CARROLL ARPT: Abandoned. (1-13)
JOLIET-RADIO: About Feb 21, VOR will be cmsnd. Freq: 114.4 mc. Ident: JOT. Lctd at lat 41-33-18, long. 88-12-16. Monitoring category (1). Class: BVOR. (1-28)
JOLIET ARPT: Joliet Arsenal 6.9 n mi SE advises demolition explosions thru Feb 28, from 1200 to 1230 daily Mon thru Fri. Fragments reach 1000'. (2-2)
KEWANEE ARPT: Closed - under const. (10-19)
LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long. 88-08; 12 n mi NNW (340° T). (5 mi SSW Naperville VOR on 189° radial). Operns will const intermittently until approx May 1, Exercise extreme caution both day and night. (11-1)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of towers, 123', not mrkd or lgtd.
MARION AIRPARK: Closed. (7-12)
**PEORIA-GREATER PEORIA ARPT: 100' (801' MSL) erected 1.7 n mi N of N/S Rnwy. (1-14) Caution-men and equip. on fld - daylgt hrs. (9-7)
*PEOTONE-RADIO: VOR operg on test basis. Freq: 112.8 mc. Ident: EON. Lctd at lat 41-16-17, long. 87-47-30. Elev: 684'. Monitoring category (3). Class: VORW. (1-25) Coverage lmtd between 39 n and 43 n mis at most azimuths at min en route alt. (2-4)
POLO-RADIO: Soon, VOR will be cmsnd. Freq: 112.3 mc. Ident: PLL. Lctd at lat 41-57-56, long. 89-31-29. Associated INSACS Rockford, Ill. Monitoring category (1). Class: VORW. (1-26)
ROBERTS-RADIO: About Feb 14, VOR will be cmsnd. Freq: 116.8 mc. Ident: RBS. Lctd at lat 40-34-54, long. 88-09-54. Monitoring category (3). Class: VORW. (1-28)
TROY-RADIO: About Mar 25, VOR will be cmsnd. Freq: 117.2 mc. Ident: TOY. Lctd at lat 38-42-20, long. 89-55-06. Associated INSACS: St. Louis, Mo. Monitoring category (1). Class: VORW. (1-26)
**WARREN-EVERGREEN ARPT: Abandoned. (1-18)
**WEST FRANKFORT ARPT: Abandoned. (1-6)
**WOODSTOCK ARPT: Abandoned. (1-6)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved in located approximately 29 s mis north of the Terre Haute LF rng between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and long-longitudes 87-21, 87-26.
AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167° T) at lat 41-20-09, long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported on Restricted area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, and 137.88 mc. Trng status only. (10-4)
**CONNERSVILLE-METTEL ARPT: h25-BL4-S3-W. (1-26)
DYER-TRIANGLE ARPT: E/W Strip clsd - const.
EVANSVILLE-DRESS MEMORIAL ARPT: N/S Rnwy unlgtd and clsd to ngt operns until Feb 20. Caution - construction along edges. (1-25)
FORT WAYNE-BAER FLD: Runway 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. (6-18)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
*INDIANAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Jan 28, trans & rcvg freq 301.4 mc cmsnd.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 335.0 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. Directional lclzr 110.3 mc serving E/W Rnwy. Cne VORW on 112.9 mc testing intermittently. TVOR on 114.4 mc has voice ident and anticipate change of freq to 111.4 mc. approx Mar 7. (2-7)
INDIANAPOLIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: All acft rqrd to have rdo rcvrs for daylgt opern and two-way rdo for ngt opern. Rnwy gross wt lmtd to 110,000 lbs. FEE for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg FEE for multi-engine acft. Due to non-visibility twr unable to control tfc on taxiway from SE hangar to the turning ramp. (8-13)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON: Frequent violtations of the Restricted area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
**MARION-WESTSIDE ARPT: Unicom oper sunrise - sunset. Ngts on req. (1-12)
RISING SUN ARPT: Caution - extreme S end of N/S strip is fresh fill dirt.
**SALEM-BOS-DENIEN ARPT: Abandoned. (11-10)
**SELMA-HUFFMAN ARPT: Abandoned. (11-24)
**SHOALS-STILES ARPT: Abandoned. (12-1)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with bends one to 5 n mi from stn.
TERRE HAUTE-HULMAN FLD: Const SW end NE/SW Rnwy, mrkd; 4849' NE end open.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi' 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in from of Admin Bldg, NE of black hangar and parking area at SE corner of fld. (4-16)

IOWA: **SIOUX CITY-RICKENBACKER ARPT: 633'(2046'MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat 42-34-27; long. 96-22-11. (7-14)
**VICTOR-SMITH FLD: Closed. (1-18)
**WEBSTER CITY ARPT: P-line along road immediately N end of N/S Rnwy, approx 25' high (1-11)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of p-line varying from 12' to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
**DODGE CITY ARPT: Luminescent mrkrs installed both sides NE/SW Rnwy for ngt opern.
DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion-enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. East 3000' E/W rnwy remain open. (11-5)
**GREAT BEND ARPT: 2875' (MSL) lgtd twr erected 5.6 n mi NE (56°T) at lat 38-25-54, long. 98-46-24. (12-3) Navy lndg and take off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil Acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution men and equip. near rnwys, days. (9-15)
*HUTCHINSON-RADIO: About Feb 16, LF rng freq will be changed to 356 kc. (1-18) Jan 10 station/twr cmsnd as combined fac. (2-3)
**HUTCHINSON ARPT: 203' lgtd rdo twr erected 14 n mi SSW (150°T) at lat 37-51-22; long. 97-44-27. 303' lgtd rdo twr erected 18 n mi W (280°T) at lat 38-07-04; long 98-14-03. (2-2
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
MANHATTAN ARPT: Effect Mar 1, 1955, controlled mortar firing will be estab. within the following described area: beginning at lat 39-10-43, long. 96-40-55; thence to lat 39-07-54, long. 96-40-55; lat 39-07-54, long. 96-43-00; lat 39-09-23, long. 96-43-00 thence to point of beginning. Time of Use: Unlimited. Estab alt: surface to 2000'. Controlling Agency: Commanding General, Ft. Riley, Kans. (1-18)
**MEDICINE LODGE ARPT: Jan 27, NE/SW and NW/SE Strips perm closed. No serv or fuel avail. (2-2)
OSBORN ARPT: Strip lgts inop. (12-31)
OTTAWA ARPT: Use turf strips with caution. (11-1)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn inop. (12-16)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (12-16)
VIOLA-RADIO: About Feb 16, H fac freq will be changed to 227 kc. (1-18)
**WICHITA ARPT: 1079' (2449'MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat 37-46-54 long. 97-31-10. (10-18) 128' lgtd steel water tank being erected 0.4 n mi ESE of SE corner of arpt, at lat 37-38-34; long. 97-24-45. (11-8)
WICHITA-BEECH ARPT: Bldg const W side of fld. N half NW/SE Rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Liston 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511, ext 351. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 278k; 119.5 mc or range voice channels. (4-28)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 9 n mi and S course 2 to 3 n mi from stn. (10-21)
DANVILLE-GOODALL FLD: All lndg area clsd-const. Temp 1700' N/S strip in use lctd W of closed N/S strip. (10-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
**GEORGETOWN-MARSHALL ARPT: 150' (1049'MSL) lgtd twr erected 3 n mi SW (235°T) at lat 38-09-32, long. 84-36-42. (1-31)

KENTUCKY: **LEXINGTON-BLUE GRASS ARPT: 754' lgtd guyed twr lctd lat 38-03-55, long. 84-29-13, 5.5 n mi ENE (70°T). (1-8) Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (1-31) About Feb 18, trans & rcvr 120.3 mc will be cmsnd, simultaneously trans & rcvr 119.1 mc will be decmsnd. (1-28)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)
**SHELBYVILLE-SHELBY ARPT: 167' (1349'MSL) lgtd twr erected 4.5 n mi SE (133°T) at lat 38-10-54, long. 85-07-01. (1-31)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.
**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692'MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)
**BATON ROUGE-RYAN ARPT: 955' (1002' MSL) lgtd TV twr erected 4.0 n mi W (257°T) at lat 30-25-57; long. 91-11-08. (1-25) S taxiway between Rnwys 35-31 closed. (12-9)
MINDEN MUN ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat. 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120° 150°, 35 n mi at 1500'. (7-2)
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute mi in connection radar control. (10-4)
SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)
TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.
WELSH ARPT: E/W rnwy closed - repairs. (9-28) Beacon inop. (10-4)
MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.
**AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 closed acft over 15000 lbs and to all acft winter months. (12-31)
BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.
HOULTON ARPT: Rnwy 5-23 closed to wheel equipped acft - rnwy will not be plowed durg winter season. (1-3)
LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi. (4-15)
MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous - broken pavement, patches. Ctc lgts inop. (11-30)
PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.
PRINCETON-RADIO: VOR radials usable distance clockwise 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)
WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.
MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.
BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)
CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)
HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

(2-8-55)

MARYLAND: **HOLLYWOOD-HALF PONE POINT ARPT: Type is "L". (12-21)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BOSTON-RADIO: Max. usable dist all VOR radials 26 n mi at min instr alt. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt land will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr. Two-way rdo rqrd. (1-31)

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction rnwy 4L and lndgs in S westerly direction rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months-const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle. (7-21)

NORWOOD ARPT: 849' lgtd twr erected 3 n mi NE (48°T) at lat 41-12-42, long 71-06-51.

MICHIGAN: ALMA ARPT: N/S rnwy closed. (12-30)

BATTLE CREEK-KELLOGG FLD: Men and equip on fld - days. (10-31)

**CADILLAC ARPT: 1202' (2988'MSL) lgtd twr erected 8.2 n mi SSE (153°T) at lat 44-08-12, long. 85-20-33. (11-11)

CARLETON-RADIO: About Mar. 15, VOR will be cmsnd. Freq: 114.9 mc. Ident: CRL. Lctd at lat 42-02-53, long. 83-27-27. Monitoring category (1) Associated INSACS: Detroit, Mich. Class: BVOR. (1-28)

**DAVISON-SEELY'S ARPT: Abandoned. (12-23)

✱DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11) Feb 8, N course LF range realigned to 160°. About Mar 15, VOR will be decmsnd.

**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-28-59, long. 83-12-20. (7-23)

✱DETROIT-WAYNE MAJOR ARPT-TOWER: Jan 28, trans & rcvr 243.0 mc cmsnd. FLD: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail for lgt acft only. (5-24)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L. Equipment on fld days.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under construction. (6-3)

**FOSTORIA-FORREST ARPT: Abandoned. (12-23)

GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W strip under const.-clsd. (11-14)

✱GRAND RAPIDS-KENT CO. ARPT-TOWER: Feb 1, trans & rcvr 257.8 mc cmsnd. FLD: Trees on apchs to rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, broken in spots. Caution. (1-17)

**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat 42-24-57; long. 85-31-49. (7-18)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)

LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW rnwy. (10-14)

MARLETTE ARPT: Rot. bcn inop. (1-3)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to Twin and multi-engine acft over 10,000 lbs. gross wt. (8-27)

PELLSTON-EMMET CO. ARPT: E/W rnwy clsd winter months - ice and snow. (1-4)

**PLYMOUTH-TRIANGLE ARPT: Abandoned. (1-26)

MICHIGAN: PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)

SAGINAW-RADIO: About Feb 23, H fac will be shut down for relctn. About Feb 27, trans & rcvr 243.0 mc will be cmsnd at relctd fac. (2-2)

STAMBAUGH ARPT: N/S rnwy avail. wheeled-acft. Ski-equipped acft use caution. (1-24)

**TECUMSEH ARPT: New arpt, 4 s mi NE at lat 42-02; long. 83-53. Elev: 793'. No of rnwys: 2. Lngst rnwy & facs: 33. (1-14)

MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)

BIMIDJI ARPT-TOWER: Oct 11, State owned, TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. (10-25)

BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. (10-25)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.

**DULUTH ARPT: 584' (1828'MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat 46-47-20, long 92-06-51. (7-8) 558' (1784'MSL) lgtd twr erected 4 n mi SE (140°T) at lat 46-47-08, long 92-07-15. (8-4)

EVELETH-VIRGINIA-ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. (10-25)

INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. (10-25)

LITTLE FALLS ARPT: Closed. (9-10)

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end rnwy 11L and intsxns rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated. (12-14)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. (10-25)

MISSISSIPPI: BROOKHAVEN ARPT: New arpt under const approx 2 mi NE. (1-17)

**BROOKHAVEN-ULMER FLD: Abandoned. (1-17)

GREENWOOD-RADIO: VOR usable on arwys only. (5-9) Freq: 3023.5 kc unreliable. DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.

GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes.

**LAUREL ARPT: 290' (640'MSL) lgtd rdo twr erected 4.7 n mi ENE (61°T) at lat. 31-42-05; long. 89-05-10. (1-6)

**McCOMB PIKE CO. ARPT: 312' (792'MSL) lgtd rdo twr erected 3 n mi WNW (300°T) at lat 31-16-28, long 90-31-48. (1-25)

MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)

**NATCHEZ-ADAMS CO. ARPT: 280' (650' MSL) lgtd rdo twr erected 4.8 n mi S (190°T) at lat 31-31-45; long 91-18-50. (1-6)

**RAYMOND-WILLIAMS ARPT: Effect. Jan 2, 1955, 150' lgtd oil derrick will be constructed W side of arpt. (12-22)

MISSOURI: BLUE SPRINGS-RADIO: About Mar 25, VOR will be cmsnd. Freq: 116.2 mc. Ident: BSP. Lctd at lat 39-02-47, long 94-15-30. Monitoring category (3). Class: VORW.

BRANSON: Two stationary steel twrs 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL, 6 mi S; 3 mi S of Branson arpt. Two 2000' cables will connect twrs and span White River-mrkd. (2-2)

**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat 37-20-25, long. 89-35-21. (8-25)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)

MISSOURI: JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28; long. 92-05-43.(9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.

KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15)

KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35, Rnwy 17 clsd. Sod areas restricted. use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operating vicinity. (4-20)

KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat. 39-05-03; long. 94-30-57. (7-9)

MALDEN-RADIO: Jan 25, VOR shut down until approx Mar 10 - modification.

**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)

MEXICO-GREEN FLD: New N/S Rnwy closed. Use N/S Rnwy next to theatre. (6-5)

**ST. LOUIS-LAMBERT FLD: 678.5' lgtd TV twr erected 8.7 n mi SE (150°T) at lat. 38-37-41; long. 90-16-09. (1-3) Silos and trees 1700' ap ch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156' x 42' hard surfaced. E/W Rnwy 2900' x 200', sod. (12-9)

**ST. LOUIS-SMARTT FLD: Right hand tfc pat. approved for rnwys; right 045, 090, 135, 180, 225, 270, 315, and 360, in addition to stand left hand pat. for all left rnwys. (1-3)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW Rnwy only. (12-17)

SEYMOUR-OWEN FLD: Caution-soft along sides and SW end NE/SW Strip. Land at own risk. (1-21)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS-RADIO: About Feb 15, LF rng freq will be changed to 371 kcs. (1-26)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

GREAT FALLS ARPT-TOWER: About Feb 15, ILS LMM freq will be changed to 233 kcs.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain. About Feb 15, LF rng freq will be changed to 317 kcs.(1-26)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

MONTANA: ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W Strip open days only for lgt acft.

GRAND ISLAND ARPT: Caution - const approx 1000' N of S end and along W edge of ramp. Area mrkd and lgtd. (1-27)

HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys,strips.(9-13)

*SCOTTSBLUFF-RADIO: Jan 25, trans & rcvg freq 243.0 mc decmsnd.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

ELKO-RADIO: Arwy radials 039°, 073° and 240° only flgt-checked. Usable dist of other courses may be lmtd to some areas due to mountainous terrain. (12-23)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) Effect Feb 12, All pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.(5-7)

RENO ARPT: 1500' new rnwy const N end of 16-23 closed. (1-24)

RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°. (11-30)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000' DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

**WINNEMUCCA 32A SFO-SLC ARPT: 202' (4750' MSL) lgtd twr erected 5.5 n mi NE (53°T) at lat. 40-57-23; long. 117-42-48. (1-19)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

**CONCORD ARPT: Broken pavement on taxiways. (4-29) Unicom 0830-1700 daily xcpt Sat, Sun, and holidays. (2-4)

KEENE-RADIO: H fac usable dist 20 n mi under normal conditions. Intermittent interference durg hrs of darkness. (1-30)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (6-1)

NEW JERSEY: BRIDGETON-BUCK'S ARPT: From Dec 1, '54 to Apr 1, '55 arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi; 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy. (2-8-55)

NEW JERSEY: COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat 39-49-00, long. 74-25-53. Operg on test basis only. Freq changed temporarily to 116.8 mc on Dec 16. (12-16)

MILLVILLE ARPT: Caution - low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. Two-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lights. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved surfaces. Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts - mrkd. (12-2) Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170' to 400' high - lighted. (12-2) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F-51, F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, Rnwy 14 closed for lndgs. Rnwy 14-32 avail., ngts only on special request. Equip. on fld - days. Const N of hwy apch end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter aircraft. (10-16)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 on take-off clear boundary at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. (1-20)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Rnwy 17-35, 10,000'; Rnwy 11-29, 5455' open. Rnwy 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredicatable high E/W winds or possibility Rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until Feb 15. (12-23)

CLOVIS AFB-RADIO: USAF VHF/DF steers unreliable 7500' all quads. (11-10)

COLUMBUS-RADIO: DME coverage 216°- 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)

FARMINGTON ARPT: Rnwy 6-24 rough at intsxns W taxiway. (7-27)

GALLUP: Demolition activities in porgress sunrise to sunset Mon thru Fri, thru July 31, in area lctd approx 7.8 n mi SE. (9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

HOBBS LEA COUNTY ARPT: Hi-intensity lgts Rnwy 3-21 inop. (1-5)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Fld lgts inop. (8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310° T) at lat 32-57-28, long. 103-21-13. (9-17)

OTTO-RADIO: VOR radials usable 26 n mi. (12-1)

ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing weather visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist. (10-28)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

NEW YORK: BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT: E/W and N/S rnwys clsd ngts. (7-22)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)

GOUVERNEUR ARPT: Closed until Spring 1955. (11-22)

HEMPSTEAD-MITCHELL AFP-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

★ISLIP-MacARTHUR FLD-TOWER: About Feb 15, trans & rcvr 119.3 mc will be cmsnd and trans & rcvr 121.7 mc will be decmsnd. (1-17) Twr hrs of opern: 0800-2400. (1-25)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LONG BEACH-NORTH LONG BEACH SEAPLANE BASE: About 5 cranes, 200' high lctd at foot of Long Beach bridge adj to the tank - approx due W of Base. (2-15)

MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in landing join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Rnwys 1L-19R and 7L-25R closed. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control twr-highest arpt structure. Men, equip. adj Rnwy 4-22. (6-1) Caution, when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Closed to fighter type acft. (8-18) Caution, cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts. (10-14) Closed to motorless acft. Access to E and W gate positions terminal apron via Taxiway CC. Perm bldgs 75' MSL lctd 2000' W 1000' N of Taxiway CC overpass. (1-24) Taxiway X east of Taxiway CC clsd to acft movement. (1-28)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of wea. About Feb 15, freq 121.7 mc will be cmsnd. About Feb 22, freq 121.9 mc will be decmsnd. (1-10) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt ofls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal. Acft remain clear of striped area vicinity glide slope shelter at Marine Term apron. (8-6) An 8 by 4' open ditch adj to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31. (11-26) Strobe bcn apch end Rnwy 13 inop. (12-21)

NEW YORK-STATEN ISLAND ARPT: N/S Rnwy closed Sat all day and Sun to 1200. Do not use grass for take-offs and lndgs or taxiing, if soft. No ngt take-offs or landings permitted due to New York City law. S end N/S Rnwy uneven. (12-8)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. (12-23)

*ONEONTA ARPT: Closed. (12-21)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vicinity of T type hangars. Caution taxiing in these areas. (1-24)

ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

NEW YORK: SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: New Rnwy 4-22 open, 7000'. Caution-billboard on apch to rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' Rnwy 22 and N end of taxiway serving Rnwy 22. (12-15)
**SCHENECTADY-INTERCITY ARPT: Abandoned. (2-3)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 closed; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95°T) at lat. 43-57-16; long. 75-43-45. Completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF VHF/DF unreliable inbound headings 141°-171° below 3000'. (1-24)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: CHARLOTTE-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.2 mc. Ident: CLT. Lctd at lat 34-59-24, long. 80-57-30. Bear. & dist.: 6°30', 13.0 n mi. Elev: 644'. Monitoring category (1). (1-10)
**CHARLOTTE-CANNON ARPT: 204'(854'MSL) lgtd rdo twr erected 1.5 n mi WSW (244°T) at lat 35-15-00; long 81-03-10. (1-24)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. FLD: Ctl twr atop new admin. bldg not attended. Watch old twr for light signals. (1-10)
CLINTON ARPT: Men and equip. on fld. Use at own risk. (12-16)
**DUNN ARPT: Closed. (1-27)
**DURHAM-BRYAN ARPT: 783' (1489'MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat 36-06-39: long 78-56-19. (7-20)
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT-TOWER: About Feb 15, trans 219 kc will be changed to 242 kc. (2-2) FLD: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi stn. (12-15)
★RALEIGH-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24) INSACS name and rdo call changed to Raleigh-Durham Radio.
RALEIGH-DURHAM ARPT-TOWER: About Feb 15, LOM freq will be changed to 219 kc; LMM freq changed to 201 kc. (1-24) FLD: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13) About Feb 28, VAR will be decmsnd for relctd and conversion to VOR. About Apr 28, VOR will be cmsnd. Freq: 115.9 mc. Lctd at lat 35-58-42, long. 77-42-09; 4.2 n mi E Rocky Mount Arpt. (2-4)
WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-check checked to 43 n mi at min instr alt. (11-11)
WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' Rnwy 23. (11-10)
NORTH DAKOTA: ASHLEY-RADIO: About Feb 17, MHW freq will be changed to 230 kc. (1-21)
BISMARCK ARPT: Obstn lgts apch end Rnwys 26, 35 inop. (11-30)
GOLVA RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
★GRAND FORKS-RADIO: Correct LF rng lat 47-52-25, long. 97-05-34. (1-21)
**JAMESTOWN ARPT: 1620' MSL lgtd elevator erected 1.1 n mi SSW of SW end NE-SW rnwy.
LANGDON ARPT: NW/SE Rnwy clsd. const. E/W Rnwy lgtd. Lgts avail. on req. (11-1)

NORTH DAKOTA: **MANDAN ARPT: Type changed to: "L". No fuel - unattended. (1-6)
★MINOT-RADIO: Trans & rcvr 301.4 mc cmsnd. Trans 255.4 mc cmsnd. (2-4)
**VALLEY CITY ARPT: 1086' (2481'MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat. 47-05-29; long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to Rnwy 36L. First 800' E end Rnwy 9-27 and NE end 6-24 landfilled oiled & rolled -use daylgt hrs only at pilot's discretion. (12-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT-TOWER: About Feb 16, ASR will be cmsnd. Lctd at lat 39-03-33, long. 84-39-44. Trans & rcvs on apch ctl freq 124.7 mc. Also trans & rcvs 118.3, 121.9, 126.18, 121.5 mc. Trans only 317 kc, 335 kc; 109.9 mc. Rcvs only 3023.5 kc, 122.5 mc. Apch Ctl call: Kenton Apch Ctl. (2-4) About Feb 20, arrival ctl will be avail. (2-7) FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE Taxiway from Rnwy 18-to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat.directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 145°-170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked. About Mar 14, DME and VOR will be shut down until approx Mar 19. - modernization and freq change to 113.6 mc.(1-21)
**CLEVELAND-CUYAHOGA COUNTY ARPT: New E/W hardsurfaced rnwy 1550'x 60'.(1-12)
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to Rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk.(10-27)
COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical mis in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to Rnwys 23 and 27 and last 1500' of apch to Rnwy 9, also first 1000' of Rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
DAYTON-RADIO: VOR has moderate roughness from 120° to 200° at min en route alt.(7-13) DME coverage 150°-220°, 30 n mi at 2400'.
DAYTON ARPT: No grass operns except S of new taxi strip parallel Rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on Taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with black top on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S Rnwy and sod areas clsd.
FINDLAY-RADIO: DME coverage 220°-140°,44 n mi; 140°-220°,35 n mi at min en route alt.
**FINDLAY ARPT: Lgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy. (1-11)
HAMILTON ARPT: Caution-grading on N side of E/W Rnwy. Equip. on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°,3 to 5 n mi from stn 100°-190°. (12-23)
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft-equip on fld. (10-1)
N. RIDGEVILLE-STRAUSS ARPT: Closed. (5-19)
PUT-IN-BAY ARPT: Closed until May 1. (1-22)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.
★TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) Feb 5, LVOR on 113.6 mc decmsnd.
**TOLEDO ARPT: Arpt ident changed to TDZ. Rot. bcn removed; other lgts on req thru Toledo rdo. Pilots on IFR lndg mun arpt contact Toledo Rdo. No scheduled airline stop. Use rnwys only. (1-5) See Toledo Express Arpt. UNICOM placed in opern. (1-9) Fld lgts after 2400 thru Toledo Rdo 10 min notice required. (2-7)

OHIO: TOLEDO-EXPRESS ARPT-TOWER: ILS in cont opern pending flgt-check. Not to be used for navigational purposes. Lclzr freq: 109.7 mc, with voice. Ident: TOL. Lctd 2000' from NE end of NE/SW Rnwy 7. Glide slope freq: 333.2 mc. Lctd 750' NE of SW Rnwy 7. Glide slope angle: 2.8°. Apch bear.: 69°. Elev of glide slope over MM 865'; over OM 2000'. (1-21) FLD: Located 15 s mi WSW at lat. 41-35-07; long. 83-48-16. Two hardsurfaced rnwys: 7-25 is 5200' long; 16-34 is 4300', both 150' wide. Facilities: B-L4,6-W. Fuel: F4; days only ngts on req. (2-7)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: E/W Rnwy opened and 500' hard-surfaced, lights on req. (11-29)

YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.

**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility tower unable to control traffic on section of concrete NW/SE Taxiway from the intsxn of the E/W Taxiway NW to the end.

**YOUNGSTOWN-BOARDMAN ARPT: 200' lgtd microwave twr erected 1.5 n mi W (278°T) at lat. 41-01-00; long. 80-43-00. (1-27)

OKLAHOMA: ARDMORE: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)

**BARTLESVILLE-PHILLIPS ARPT: 55' lgtd gin pole erected 0.3 n mi SE on mound approx. 250' above fld elev. (1-20)

DURANT-EAKER FLD: 1800' NW end NW/SE Rnwy closed.(8-4)

GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)

HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.

**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE. (9-2)

**OKMULGEE ARPT: 719' (1704' MSL) lgtd TV twr erected 15.6 n mi NE (38°T) at lat. 35-51-43; long. 95-46-01. (9-16)

TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope

** restricted to use on approaches to MM (9-14) FLD: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265°T) at lat. 36-11-26; long. 96-05-50. (8-25) Rnwys 17R and 21R closed for take-offs to all tactical type aircraft and all multi-engine aircraft exceeding 26,000 lbs takeoff weight.(7-22)

OREGON: SPECIAL NOTICE-OFFSHORE WARNING AREA: Effect. Feb. 4, 1955 Oregon Coastal Warning Area W-242 will be relctd as follows: N. bndry: lat. 45-40-00, E. long. 124-15-00, S. lat. 44-35-00, W long. 125-00-00. Designated altitude: surface to 50,000'. Time of use: Daylgt hrs only. Activities conducted: high alt. gunnery. Controlling Agency: Fifteenth Air Force, March AFB, Calif. Other restrictions pertaining to the use of this area which are currently in effect are to remain unchanged. (1-4)

BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.(4-23)

BEND-STEARNS ARPT: Closed, snow.(1-6)

CRESCENT LAKE JUNCTION ARPT: Closed, snow.(1-6)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)

HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from ground up to 2000'. N-lat. 45-51-50; E-long. 119-29-20; S-lat. 45-49-40; W-long. 119-30-47. (2-2)

IDANHA-SANTIAM JUNCTION ARPT: Closed, snow. (1-6)

KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)

LAPINE ARPT: Closed, snow.(1-6)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.(9-1)

MEDFORD ARPT: Use paved areas only.(4-28)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.

NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

PINEHURST ARPT: New Arpt. Lctd 1 mi SW Pinehurst Lake. Elev: 3680'. One gravel strip 4000'. Closed,snow.(1-20)

PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)

PORTLAND INTERNATIONAL ARPT-TOWER: CAA UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt.(4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.(10-5)

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180°T) at lat. 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S Rnwy closed. Const on fld. (9-30)

BROOKVILLE INT FLD 45A, CHI-LGA: Feb 23, will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45B, CHI-LGA: Feb 23, course lgts will be changed from green to red, code: dot dash dot. (1-21)

BROOKVILLE BCN SITE 45C, CHI-LGA: Feb 23, will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45D, CHI-LGA: Feb 23, will be perm discontd. (1-21)

BRISTOL-3M AIRPORT: Ctn-const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry- lat. 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

DU BOIS ARPT: Closed. (1-31)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Located at lat. 41-21-14; long. 79-09-04. Variation: 6°W. Monitoring category (1). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (1-7)

HANOVER-DEVENER ARPT: Closed Jan 1 to April 1. (12-27)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

**JOHNSTOWN ARPT: Durg hrs of darkness, one rnwy lgtd, wind cone, tetrahedron, and rot. bcn. 80, 91 oct avail. (1-24)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27) (2-8-55)

PENNSYLVANIA: OIL CITY-SPLANE MEMORIAL ARPT: Closed. (1-31)
PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 25,000 lbs when wind in excess of 15 knots. Avail. to acft in excess of 25,000 lbs only on req when wind exceeds 25 knots. Not usable under other conditions xcpt in emerg. (1-27)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-12)
**PHILIPSBURG-ALBERT ARPT: Arpt bcn discontd. Rnwy lgts avail. sunset - 2400. (12-29
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 119. (10-28)
PITTSBURGH-ALLEGHENY COUNTY ARPT: New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.
**PITTSBURGH-GREATER PITTSBURGH ARPT: Arpt closed to jet acft during IFR except on ofl bus between 1600-2100 daily. (10-8) Jan 31, hi-int apch lgtg serving Rnwy 28 cmsnd. System will consist of green threshold indication 500' W of pavement end. Side lgtg on approx 100' spacing three lgts on left one on the right to pavement end centerline bar lgtg extending into apch to a point 1500' from threshold and a 100' long transverse bar at 1000' from threshold. Intensity controllable by ctl twr; normally no increase of int will be made durg apch procedure but decrease in int will be accepted.
**PITTSBURGH-MAYER ARPT: Abandoned. (1-5)
READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
WASHINGTON ARPT: Closed to transient acft. (12-17)
WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to re-alignment of N course LF rng.
**WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning Rnwy 28 to the intsxn Rnwy 4-22. (11-4) Arpt fac: h52, BL4, 6-W. (2-3)
WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys
✱WILLIAMSPORT-RADIO: Jan 31, VOR cmsnd. Freq: 116.4 mc. Ident: IPT. Lctd at lat 41-20-20, long. 76-46-30. Bear & dist. to lndg area Williamsport Arpt: 238°, 9 n mi. Variation: 9° W. Elev: 2092'. Monitoring category (1). Voice and monitoring from Williamsport INSACS. Class: BVOR. Feb 1, auto voice ident cmsnd. (2-1)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows. No lndgs Rnwy 5L. No take-offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.
SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)
SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution - NW/SE strip under const. (9-23)
ANDERSON-RADIO: VOR course lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)
**CAMDEN-WOODWARD ARPT: 530' (774' MSL) lgtd rdo twr erected 6.1 n mi SW (238° T) at lat 34-13-50, long. 80-40-45. (12-31)
CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 75-58-00.
CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Light to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.
CHARLESTON AFB-TOWER: USAF GCA hrs of operns cont during IFR wea conditions. Other times contact twr for availability. (1-31) FLD: Jan 17, B-29 tow target acft operg with 5000' tow cable and target sleeve. Fld will be closed for approx 10 min daily while target is dropped. Opern will be conducted daylgt hrs and VFR only. (1-14) VFR training 1430 to 1630 and 1800-2130 Mon thru Fri. (1-31)
**CHARLESTON-JOHNS ISLAND ARPT: 842' (849' MSL) lgtd TV twr erected 7.8 n mi NE (43° T) at lat 32-47-53, long. 79-53-51. (7-22)
COLUMBIA-RADIO: VOR courses 170° clockwise thru 060° not usable acct excessive roughness. Other courses have lgt bends and roughness. (5-24) DME coverage 30°-270°, 35 n mi at 1500'; (6-22) About Feb 14, VOR and DME will be shut down until approx May 30, for relctn to new site 5.5 n mi SE Arpt at lat 33-51-25, long. 81-03-14. Elev: 393'. (1-20)
COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16)
SOUTH CAROLINA: COLUMBIA ARPT: Rnwy 16-34 closed to all ngt operns. (1-26)
FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.
**FLORENCE ARPT: 823' (920' MSL) lgtd TV twr erected 4.7 n mi N (8° T) at lat 34-16-13, long. 79-43-39. (11-9)
GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)
MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH ARPT: N/S Rnwy closed. Caution - const. (12-29)
SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)
SOUTH DAKOTA: EDGEMONT: Demolition opern in prgoress approx 10.8 n mi SSW at Black-hills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line. (1-5)
RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.
SIOUX FALLS ARPT-TOWER: About Feb 18, ILS LOM freq will be changed to 254 kc.
YANKTON ARPT: New NE/SW Rnwy under const. (10-12)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy # 5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng tp the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counter-clockwise in excess of allowable tolerance. (11-12)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng.
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Mar 1 - modernization. (12-17) FLD: Due to non-visibility twr unable to ctl tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restrictopn of VFR operns in control zone. (12-17)
JACKS CREEK ARPT, 53, DAL-LOU: Arpt to be discontd Feb 23, Bcn flashing clear and red will remain in opern. (1-10)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi; 140°-290°, 17 n mi; 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)
**JACKSON-McKELLAR ARPT: 1080' MSL lgtd TV twr erected 6 n mi ENE (66° T) at lat 35-38-32, long. 88-48-27. (1-14)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7)
**KNOXVILLE-ISLAND ARPT: 649' (2049' MSL) lgtd TV twr erected 3.9 n mi NW (300° T) at lat 36-00-13, long. 83-56-35. (11-4)
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S Rnwy closed ngts. (2-24)
LAWRENCEBURN-FLEEMAN ARPT: Closed, unsafe. (12-28)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection
** with radar control. FLD: All rnwys restricted to 100,000 lbs gross wt. Rnwy 14-32 closed ngt opern. Two-way rdo rqrd. Use rnwys. (1-5)
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.
**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328° T) at lat 36-16-05, long. 86-47-18. (7-15)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
TEXAS: **SPECIAL NOTICE: Const. of a P-line across the Pecos River with wire strands 303' above water level at a point where U. S #90 hwy bridge crosses river, at lat 29-42-10, long. 101-21-00. (12-13) (2-8-55)

TEXAS: ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)
★ABILENE ARPT-TOWER: Apch ctl avail. 0700-2300. (2-3)
ABILENE-HUGHES FLD: Caution - men, equip. on fld, const. Use temp N/S Rnwy lcts W of tfc indicator circle. (2-2)
ALVIN ARPT: 1196' (1236' MSL) lgtd TV twr erected 2.2 n mi ENE (75° T) at lat 29-27-57, long. 95-13-24. (10-12)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S. F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98° to 135° from 3 s mi out. (12-17)
**ANDREWS-COUNTY ARPT: 200' lgtd twr erected 1.7 n mi NW (319° T) at lat 32-20-51, long. 102-33-27. (1-6)
AUSTIN-MUELLER FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13)
BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)
CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very rough in spots. Use at own risk.
CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
★CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1) VOR monitoring category (1). DME monitoring category (3). (1-27)
DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only, when wet. (12-13)
★DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles in connection with radar ctl. (10-5) Effect. Feb 1, ASR opern and arrival ctl oper cont.
** FLD: 1049' MSL twr erected on top of republic National Bank Bldg. (8-12)
DALLAS-REDBIRD ARPT: N/S Rnwy closed - const. (1-4)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
EAGLE LAKE-RADIO: About April 1, VOR will be cmsnd. Freq: 113.6 mc. Ident: ELA. Lctd at lat 29-39-45, long. 96-18-48. (2-5)
EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc on entry and one one cross wind leg to 90° after take-off; following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22, and 17; right hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Neon apch lgtg Rnwy 22 inop. (2-2)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
**FALFURRIAS-BROOKS CO. ARPT: 284' lgtd rdo twr erected 1.6 n mi WSW (248° T) at lat 27-11-36, long. 98-08-30. (1-5)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air to ground gunnery dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
**HAMILTON-ARPT: Bcn and rnwy lgts on N/S Rnwy on req. N/ S Rnwy extended to 3000'. 80 oct avail. (1-6)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U. S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus. or upon permission from Director of Military Trng and Operns or civilian Director of Flying. Two-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)
★HUDSPETH-RADIO: VOR monitoring category (1). DME monitoring category (3). (1-27)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)
KILGORE-ELDER ARPT: Effect. Mar 1, arpt will be closed. (1-14)
**LUBBOCK ARPT: 221' (3433' MSL) lgtd grain elevator erected 2.3 n mi SW (220° T) at lat 33-37-21, long. 101-51-05. (1-19) W 300' E ramp open as taxiway; E 500' E ramp closed to acft. (11-9)
LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad. (12-16)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-25)
McALLEN-MILLER ARPT: Rnwy 18 clsd for take-offs and landings - mrkd. (6-7) Search and Rescue will be held Feb 18, 19, 20. Two parachute jumps on Feb 19. Heavy no rdo tfc expected 0800-1700 daily and caution advised during period. (1-7)
MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)
**OZONA MUNICIPAL ARPT: Closed. (11-5)
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
SAN ANGELO-MATHIS FLD: Intermittent B-25 training opern being conducted. (1-19)
SAN ANTONIO-STINSON FLD: Use rnwys and taxiways only - chuck holes on fld. (1-29)
**SHIRO-McBRIDE ARPT: Abandoned. (1-11)
**SNYDER-WINSTON ARPT: 145' oil well derrick 1700' E and 800' S. (1-24)
**SONORA-HALBERT RANCH ARPT: 400' (2665' MSL) lgtd TV twr erected 3.5 n mi ESE (112° T) at lat 30-34-26, long. 100-38-01. (2-1)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)
**TERRELL-WALLACE ARPT: 253' (842' MSL) lgtd twr erected 4 n mi NE (43° T) at lat 32-47-48, long. 96-16-38. (2-1)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy # 5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
**UVALDE-GARNER ARPT: 400' (1377' MSL) lgtd TV twr erected 2.6 n mi NW (314° T) at lat 29-14-18, long.99-46-37. (1-26) 400' lgtd twr erected 3 n mi N (360° T) at lat 29-15-30, long. 99-45-00. (1-10)
**VERNON-WILBARGER CO. ARPT: 350' (1594' MSL) lgtd rdo twr erected 5.5 n mi S (185° T) at lat 34-08-28, long. 99-17-17. (1-6)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted areas 219 and 443 not certified. (6-9)
★WEST-RADIO: USAF H fac cmsnd. Freq: 299 kc. Ident: RDF. Lctd at lat 31-47-12, long. 97-03-03. Bear. & dist. to James Connally AFB: 176°, 8.4 n mi. Class: MHW. (2-2)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only. (8-4)

TEXAS: **WOODSON ARPT: Closed. (1-5)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON ARPT 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°,26 n mi at 13,000'. (4-28)
★MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi;235°-330°,35 n mi at min en route alt. DME coverage 40°-120°,17 n mi at 13,000';120°-160°,43 n mi at 13,000';160°-210°,43 n mi at 10,000';210°-230°, 43 n mi at 12,000';230°-310°, 43 n mi at 12,000';310°-355°, 43 n mi at 11,000';355°-40°, 43 n mi at 13,000'. (5-21) Jan 25, VOR monitoring category (1).
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)
★SALT LAKE CITY ARPT-TOWER: Jan 28, ASR cmsnd. Trans freqs: 278, 227 kcs; 118.3. 119.5. 121.5, 126.18. 110.3. 257.8 mcs. RCVG freqs: 3023.5 kc; 118.3, 119.5. 121.5, 126.18 122.5 257.8 mcs.
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830 1630.Mon thru Fri or CAA Communs Stn,Barre-Montpelier Arpt anytime (Tel.Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed, obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140° below 4000'; 235°-255° below 4000';255°-355° below 9000' all beyond 50' n mi. (1-15) UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600';344°-133° beyond 45 n mi below 5000'. (1-20)
MONTPELIER ARPT: Rnwy 5-23 closed to wheel-acft during winter months. Open to ski operns. (12-31)

VIRGINIA: BRIDGEWATER-SHEN-MYER ARPT: Rnwy 33-15 closed. (1-24)
CHARLOTTESVILLE-ALBEMARLE ARPT: New field under construction. 7 s mi N, Elev: 639'. Lat 38-08-16; long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
CHINCOTEAGUE-VIRGINIA CAPES: Temporary change of controlling agency portions of Areas W-108 and R-42 during Calendar Year 1955 (Second Army, Fort Meade,Maryland). The area is described as follows: Beginning at lat 38-31-00, long. 75-05-00; thence to Northeast to lat 38-45-00; long. 74-53-00; thence Southeast to lat 38-36-00; long. 74-44-00; thence South to lat 38-21-00, long. 74-44-00; thence West to lat. 38-21-00, long 75-05-00; th ence North to lat 38-31-00, long 75-05-00, to point of beginning. (12-14)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.
GORDONSVILLE INT FLD 51 BNA-DCA: Feb 23, will be perm discontd. (1-10)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-FALWELL ARPT: 879' MSL lgtd microwave twr erected 2.2 n mi NNW (340°T) at lat 37-24-55; long. 79-08-34. (1-6)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902'MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat 37-11-50; long. 79-21-07. (9-23) Signal for below VFR wea minimums inop. ngts. (7-6)
MANASSAS ARPT: Closed. (1-26)
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13) DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6)

VIRGINIA: NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: About Feb 18, trans & rcvr 121.3 mc will be cmsnd and trans & rcvr 118.5 mc decmsnd. (2-1)
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT-TOWER: About Feb 21, trans & rcvr 118.5 mc will be cmsnd and trans & rcvr 126.5 mc will be decmsnd. (2-1)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 130°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N and S portions of N/S taxiway parallel to Rnwy 2-20. Caution-soft shoulders Rnwy 6-24. (5-6)
**RICHMOND-CENTRAL ARPT: Abandoned. (1-3)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
**WINCHESTER ARPT: Soft when wet. (1-4)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2,000' Rnwy 1 closed to all Naval acft.
CLE ELUM ARPT: Closed - snow.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi 7000';60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°,43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 121°-209°,unknown prohibited area;227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
HOQUIAM: Effect Mar 1, 1955, Warning Area W-460 be relctd as follows: Beginning at lat 47-21-00, long. 125-39-00; thence to lat 46-28-00, long 125-16-00; lat 45-50-00, long.128-27-00; lat 46-43-00, long. 128-49-00. All other terms of use and restrictions pertaining to the use of this area remain in effect as at present. (1-18)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (10-20)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat 47-28-43; long 122-32-32. (7-26)
PULLMAN-MOSCOW ARPT: Lighting inop. (9-21)
RENTON ARPT: Caution - smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (1-17)
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02' long 122-19-13 completed. (11-13)
SEATTLE-BOEING FLD: All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each.
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld. (12-19)
SPOKANE-GEIGER FLD: Perm crash barriers 40" high lctd 150' off ends Rnwys 2-20 . Caution. (12-7)
TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat and Sun. (11-16) Unless equip. inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveillance apchs Rnwy 34 and 16.(12-21)

(2-8-55)

WASHINGTON: VANCOUVER: 20 helium filled balloons 7' in diameter will be released Sat. Feb 12th at 1400 from Vancouver Barracks. (1-27)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT: 649' (1549' MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36, long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Small hole 2' long, 2" deep approx 150 yards from runwy 31 on right side edge taxiway leading from ramp. (12-14)
GLENDALE ARPT: Caution - fld soft and muddy. (12-6)
**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected p4 n mi ENE (62°T) at lat. 38-30-34, long. 82-13-09. (1-24)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying-peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multipes and fades all course.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: FIFIELD-PRICE LAKE ARPT: Closed to all tfc. (1-27)
**HAYWARD ARPT: 1153'MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat. 44-57-55, long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
MADISON-TRUAX FLD-TOWER: Caution-twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop indefinitely. (10-22) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip. on fld. Caution-lndg jet interceptor acft using tactical left hand over-head apchs at 2300'MSL. (3-30)
★MANITOWOC-RADIO: Private J fac on 278 kc discontd. (2-2)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200°and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: N/S strip (2000' x 200') will be discontd. (9-15)
OCONTO ARPT: During winter months E/W rnwy will be plowed 2850 x 150. NE/SW will be opened to skiis only. (1-31)
OSHKOSH-WINNEGAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only. (12-3)
**PHILLIPS ARPT: Unicom cmsnd. (1-27)
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (12-10)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
**CHEYENNE ARPT: E/W rnwy h91. (11-24)
FT. BRIDGER ARPT, SITE 9, SLC-OMA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4" of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip. on strip intermittnetly days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and
WYOMING: LF rng. (12-18)
ROCK SPRINGS ARPT: Caution-first 500' NW end NW/SE rnwy clsd-marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

✓ REDESIGNATED OSWEGO, NEW YORK RESTRICTED AREA: The following restricted area amendment No. 103 to Part 608- Restricted Areas shall become effective on February 25, 1955.

In Section 608.40, Oswego, New York, area , (R-70 formerly D-70), published on March 17, 1950 in 15 F.R. 1510 and amended on September 26, 1950, in 15 F.R. 6472 and on February 4, 1955, in 20 F.R. 758 is redesignated as follows: Beginning at latitude 43°37'00", longitude 78°00'00"; thence to latitude 43°24'00", longitude 78°00'00"; thence to latitude 43°24'00", longitude 76°45'00"; thence to latitude 43°30'00", longitude 76°25'00"; thence to latitude 43°34'00", longitude 76°23'00"; thence to latitude 43°45'00", longitude 76°23'00"; thence to latitude 43°45'00", longitude 76°30'00"; thence to latitude 43°37'00", longitude 76°45'00"; thence to latitude 43°37'00", longitude 78°00'00" to point of beginning. Designated Altitudes: Surface to Unlimited. Activities: Air-to-Air Gunnery, Antiaircraft & Artillery Firing. Time of Use: Daylight hours, 7 days a week (Weather conditions to be better than VFR as operations will not be conducted through or above an overcast). Controlling Agency: First AF, Mitchell AFB, N.Y. (Jointly used by AF, Army and Navy). Effective date: February 25, 1955.

✓ AERONAUTICAL CHART CORRECTION: U. S. Coast and Geodetic Survey RF Chart 5, dated December 8, 1954 and February 2, 1955, shows an MEA of 1,400 feet on Blue Civil Airway No. 30 between C. B. Ranch and Mertzon Intersections, Texas. Correct altitude is 4,000 feet.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Feb. 8, 1955, _ check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Mo.
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Columbia, S. C.
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Texas, Ellington AFB (Houston VOR)
Hutchinson, Kansas., Municipal
Imperial, Nebr., 17A, DEN-GRI
La Junta, Colo.
Lamont, Iowa, Lamont
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N.C., Raleigh-Durham
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Tucson, Arizona
Tyler, Texas, Pound Fld. (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Vichy, Missouri
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wichita, Kansas, Municipal
Wichita Falls, Texas, Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order

Lone Rock, Wis., Tri County
Topeka, Kans., Philip Billard
Russell, Kansas
Poughkeepsie, N.Y., Dutchess Co.
Salinas, Calif.
Pontiac, Ill.
Iowa City, Iowa

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Detroit, Mich., Willow Run
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Duluth, Minn.
Dyersburg, Tenn.
Eau Claire Wisc.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S.C.
Fort Smith, Ark.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kansas City, Mo.
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramine, Wyo., Brees Field
Las Vegas, Nev., McCarran Fld.
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Fld.
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Michigan, Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bank, New Jersey
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, Intn'l
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph Co.
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Terre Haute, Ind., Hulman
Texarkana, Arkansas
Thermal, Calif.
Toledo, Ohio
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D. C., Wash. National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order

Lawton, Okla., VOR
Dodge City, Kansas
Pittsburgh, Pa., Allegheny Co.
Pontiac, Ill.
Jackson, Miss. Hawkins Fld.

(2-8-55)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES.)

NOTICE: **Instrument approach procedures are no longer published in the Flight Information Manual. The Airman's Guide currently publishes new and amended instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These procedures are applicable to all users. The IFR take-off or landing minimums shall not apply to military aircraft of the United States Armed Forces. The IFR landing minimums are applicable to all users except the military as noted above. The IFR take-off minimums are applicable to all users while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of the Civil Air Regulations, but are not presently applicable to users conducting operations under Part 43 of the Civil Air Regulations. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2-engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.**

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY			PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	CRS. AND DIST.	MIN. ALT.				CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	TYPE AIRCRAFT MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11
BATON ROUGE, LA. Ryan Arpt. 70 BMRLZ-DTV BTR Procedure No. 1 Amendment No. 6 Effective date: 3/12/55 Supersedes Amdt. No. 5 dated 2/1/52 Major Changes: Airport name. Add transition from VOR. Raise procedure turn altitude.	Baton Rouge VOR	037 8.0	1500	W side NW crs. 299 outbnd 119 inbnd 1200 within 10 mi. (Beyond 10 mi. NA)	700	126 3.3	2 Engine or less T-dn C-dn S-13 dn A-dn More than 2 Engines T-dn C-dn S-13 dn A-dn	 300-1 400-1 400-1 800-2 	 300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 3.3 miles (climb to 1500 on SE crs (119) within 25 mi. Note: ADF approach NA.
CORPUS CHRISTI, TEX. Cliff Maus Arpt. 42 Procedure No. 1 SBMRLZ CRP Amendment No. 10 Effective date: 3/12/55 Supersedes Amdt. M-9, dated 12/31/52 Major Changes: Revise night minima. Revise initial approaches. Add Air Carrier Note.	Odem FM Final Corpus Christi BVOR	139 12.0 183 7.9	800 1300	W side NW crs. 319 outbnd 139 inbnd 1400 within10 mi.	800	136 2.9	2 Engine or less T-dn C-d. C-n S-12 d n A-dn More than 2 Engines T-dn C-dn S-12 d n A-dn	 300-1 400-1 400-1.5 400-1 400-1.5 800-2 	 300-1 500-1 500-1.5 400-1 400-1.5 800-2 200-0.5 500-1.5 400-1 400-1.5 800-2	Within 2.9 mi turn right and climb to 1400 on southwest (231) crs within 25 miles. Air Carrier Note: Authorization for local visibility reduction and sliding scale not applicable for night landings.
DILLON, MONTANA Dillon Arpt. 5238' BMRLZ - DTV DLN Procedure No. 1 Effective date: 3/12/55 Amdt No. 3 Supersedes Amdt. No. 2 dated 12/1/48 Major Changes: New Format. Rise procedure turn altitude, lower missed approach altitudes.	Dillon VOR	111 7.0	7200	W side NE crs. 005 outbnd 185 inbnd 9700' within 10 miles	7200	167 2.0	2 Engine or less T-d T-n C-dn A-dn More than 2 Engines NA	 1000-1 2000-3 2000-3 2000-3 NA		Within 2.0 miles....turn right, climb to 10,000 10,000' on northeast course Dillon LFR 006° outbound within 25 miles.
DUBOIS, IDAHO Dubois arpt. 5123' SBRAZ - DTV DBS Procedure No. 1 Amendment No. 3 Effective date: 3/12/55 Supersedes Amdt. No. 2 dated 12/1/48 Major Changes: New format. Lower missed approach alt.	Dubois VOR	338 3.0	6000	E side S crs 152 outbnd 332 inbnd 7000' within 10 mi.	6000	332 1.7	2 Engine or less T-d T-n C-d C-n A-dn More than 2 Engines NA	 500-1 500-2 800-1 800-2 800-2 NA		Within 1.7 miles turn left...climb to 7000' on course 152° outbound within 25 miles of Dubois LFR.
ELLENSBURG, WASH. Bowers Field 1766' SBMRAZ DTV ELN Procedure No. 1 Effective date: 3/12/55 Supersedes Amdt. No. 6 dated 1/22/55 Major Changes: Lower take-off and landing minimums.	Ellensburg VOR	226 1.5	5500	*S side E course 049 outbnd 229 inbnd 5500' within 10 mi. (NA beyond 10 mi.)	4000	279 2.0	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	 500-1 1500-1 1500-3 	 500-1 1500-1 1500-3 500-1 1500-1.5 1500-3	Within 3.0 miles...turn left climb to 5500' on east course Ellensburg LFR within 10 miles 7000' within 25 miles. *Procedure turn south for more favorable terrain. Caution: High terrain all quadrants; 4000' hills 10 miles northeast Ellensburg LFR.
LONG BEACH, CALIF. Municipal Arpt. 56' SBMRLZ - DTV LGB Procedure No. 1 Effective date: 3/12/55 Amdt. No. 7 Supersedes Amdt. No. 6 dated 8/6/54 Major Changes: New format.	La Habra FM Huntington Beach FM (final) Long Beach VOR	208 15.0 298 11.0 237 2.5	1500 1000 1500	W side SE course 118 outbnd 298 inbnd 1500' within 10 mi. (Beyond 10 mi. NA)	1000	298 3.9	2 Engine or less T-dn C-dn S-dn 30 A-dn More than 2 Engines T-dn C-dn S-dn rnwy 30 A-dn	 300-1 500-1 500-1 800-2 	 300-1 600-1 500-1 800-2 300-1 600-2 500-1 800-2	Within 3.9 miles...climb to 800' on northwest course, then turn left to 250° continuing climb to intersect south course of LAX LFR and proceed to San Pedro Int. at minimum of 2000'. Caution: 500' hill with oil derricks one mile south of airport. 300-1 required for take-off runways 16, 16R, 25L, 34R. Standard clearance not provided over obstructions for circling minimums.
MIAMI, FLORIDA International Arpt. 9 SBRAZ - MIA Procedure No. 1 Amdt.-Original Effective date: 3/19/55	Bayshore Int. (final) Miami LFR Miami VOR	To Flagler Int.* 266 7.0 086 12.0 086 9.0	 1400 1400 1400	S side E crs. 086 outbnd 266 inbnd 1400 within 10 mi. East of Bayshore Int. (Beyond 10 mi. NA)	Over Flagler Int.* 1400	From Flagler Int.* 266 4.5	2 Engine or less T-dn C-dn S-dn** 27L/R A-dn More than 2 Engines T-dn C-dn S-dn 27L 27R ** A-dn	 300-1 500-1 500-1 800-2 	 300-1 500-1 500-1 800-2 200-0.5 500-1.5 500-1 800-2	Within 4.5 mi climb to 1100 on W crs. (273) within 25 mi. *Flagler Int. is the intersection of the E crs of MIA LFR and a bearing 336° to Marine Miami Rbn. **Crs. and distance to runway. 27R 280 degrees 4.1 miles.

(2-8-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SAN DIEGO, CALIF. Lindbergh Field 15' SBRAZ-DTV SAN Procedure No. 1 Effective date: 3/12/55 Amdt. No. 9 Supersedes Amdt. No. 8 dated 6/25/54 Major Changes: New format. Changes minimums and restrict sliding scales - revaluation of procedure, terrain, and obstructions, Deviation from criteria in circling minimums for 2 engine aircraft less then 75 MPH.	Janul Rbn	263 21.0	3600	W side N crs. 325 outbnd 125 inbnd 2500' within 10 mi.	1200 * **	143 2.5	2 Engine or less T-dn C-dn A-dn	300-1 600-2 800-2	300-1 800-2 800-2	Within 2.5 miles...climb to 3000' on southeast course within 15 miles of SAN LFR (Mexican Border) *1500' if La Jolla FM not received. Approach clearance required before descent below 2500'. **Descent below 2500' NA until south of La Jolla FM inbound. #200-0.5 authorized for 4 engine take-off runway 27 only. Air Carrier Note: Sliding scale for landing minimums not applicable except for local visibility conditions. Caution: Circling minimums for slow aircraft do not meet obstruction clearance requirements.
	Coronado FM	263 8.0	1500				More than 2 Engines T-dn C-dn A-dn		#300-1 800-2 800-2	
	Oceanside Rbn	145 35.0	2500							
	La Jolla FM (final)	145 6.0	1200 *							
SEATTLE, WASH. Seattle-Tacoma Int'l Arpt. 416' SBRAZ SEA BVOR SEA Combination LFR/VOR Procedure No. 3 Amdt.-Original Effective date: 3/12/55	To SEA LFR from: Hobart FM	269 15.0	4000	W side NW crs. SEA LFR 297 outbnd 117 inbnd 2000' within 10 miles of Harbor Island Fan Marker	Over Harbor Island FM 1500' Over Int. NW SEA LFR & SEA 342 radial, 162 5.3	From Int. NW crs. SEA LFR & SEA 342 radial, 162 5.3	2 Engine or less T-dn C-dn S-dn 16 A-dn	300-1 500-1 400-1 800-2	300-1 500-1 400-1 800-2	Within 0 mi. after passing SEA VOR climb to 2000' on SEA 158 radial within 15 mi., or when directed by ARTC, turn right, climb to 2000' on SEA 225 radial within 25 miles. *Descent to authorized landing minimums.
	SEA LOM	258 9.0	2000				More than 2 Engines T-dn C-dn S-dn 16 A-dn		200-0.5 500-1.5 400-1 800-2	
	SEA VOR	013 4.5	2000							
	Vashon Int.	046 11.0	2000							
	From Harbor Island FM to Int. NW crs. SEA LFR & SEA 342 radial.	117 4.5	1200							
	From Int. NW crs. SEA LFR & SEA 342 radial to SEA VOR (final)	162 5.3	800*							

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ.. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
BATON ROUGE, LA. Harding Arpt. 70' BT LOM Procedure No. 1 Amendment M-2 Effective date: 2/12/53 Major Changes: Superseded by combination ILS & ADF procedures.	Superseded by combination ILS-ADF, procedure dated March 12, 1955.									
BROWNSVILLE, TEXAS Rio Grande Valley International Arpt. 22' LOM BR Procedure No. 1 Effective date: 2/1/51 Major Changes: Superseded by combination ILS & ADF procedure.	Superseded by combination ILS-ADF procedure dated March 5, 1955.									
FALLON, NEVADA Municipal Arpt. 3965' SBRAZ DVT FFN Procedure No. 1. Effective date: 3/12/55 Original	Hazen Intersection (West course FFN LFR and LOL radial 200)	100 21.0	6000	E side of course 122 outbnd 302 inbnd 7500' within 10 mi. (Beyond 10 mi. NA)	5500	296 6.7	2 Engine or less T-dn C-d C-n A-dn	300-1 500-1 600-2 800-2	300-1 500-1 600-2 800-2	Within 6.5 miles...turn left and climb to 6000' on outbound course of 280° within 20 miles, in no case beyond Hazen Intersection (21 miles).
							More than 2 Engines T-dn C-d C-n A-dn		300-1 500-1.5 600-2 800-2	
OXNARD, CALIF. Ventura County Arpt. 43' SRAWZ (Camarillo LFR) CAV Procedure No. 1 Effective date: 3/12/55 Amdt. No. 5 Supersedes Amdt. No. 4 dated 9/1/54 Major Changes: Change course in Column 5.				S side course 260 outbnd 080 inbnd 1500' within 20 mi. and not more than 5 mi. south of course due to PT. MUGU danger area.	900	261 6.0	All Aircraft T-dn C-dn A-dn	300-1 900-3 900-3	300-1 900-3 900-3	Within 0.0 miles... turn right and climb to 3000' on outbound course of 260° within 20 miles of LFR.
Procedure No. 2 Effective date: 3/12/55 Original	Must be on top with top not above 2000' MSL.	Stratus on top approach procedure None (Aircraft to arrive over CAV on top and descend to airport straight-in)			1500	261 6.0	Day Only All Aircraft T-d C-d A-d	300-1 600-1 900-3	300-1 600-1.5 900-3	Within 6.0 miles....climb to 3000' or on top, on outbound course of 260° within 20 miles of LFR.

(2-8-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS						EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS; OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
		RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR) 75 MPH OR LESS	PRECISION APPROACH (PAR) MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR) 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR) MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9
HOUSTON, TEXAS International Arpt. 50' Procedure No. 1 Amendment No. 3 Effective date: 3/19/55 Supersedes Amdt. No. 2 dated 12/3/54 Major Changes: Add descent procedure.	2000 within 5 to 20 N. mi. radius.					2 Engine or less		Climb to 2000' straight ahead then proceed to Houston LFR or VOR or proceed as directed by ATC.
		All	T-dn			300-1	300-1	
		3,12,30	S-dn			400-1	400-1	
		3,12,30	C-dn			400-1	500-1	
		17,35	S-dn			500-1	500-1	
		17,35	C-dn			500-1	500-1	
		21	S-dn			600-1	600-1	
		21	C-dn			600-1	600-1	
		All	A-dn			800-2	800-2	
						More than 2 Engine		
		All	T-dn				200-0.5	
		3,12,30	S-dn				400-1	
		3,12,30	C-dn				500-1.5	
		17,35	S-dn				500-1	
		17,35	C-dn				500-1.5	
		21	S-dn				600-1	
		21	C-dn				600-1.5	
		All	A-dn				800-2	
						All Aircraft		
	Aircraft on any direct course to Houston VOR may descend to 750' MSL from 5 N. mi Radar Fix	All runways	C-dn			700-1.5	700-1.5	
			A-dn			800-2	800-2	
LOS ANGELES, CALIF. International Arpt. 125' Procedure No. 1 Effective date: 3/12/55 Amdt. No. 7 Supersedes Amdt. No. 6 dated 11/26/54 Major Changes: Changes in sector altitudes resulting from showing sector distances in nautical miles.	All bearings are to the radar with sector azimuths progressing clockwise Within 5 n. miles 165-194 - 1700 195-164 - 1500 Within 10 N. miles 165-194 - 2000 195-220 - 1800 221-330 - 1500 331-360 - 2000 001-090 - 1500 091-164 - 2500 Within 15 N. miles 091-135 - 3500 136-194 - 3000 195-240 - 2000 241-314 - 1500 315-360 - 2500 001-090 - 1500 Within 20 N. miles 091-220 - 5000 221-090 - 3000 ***	25L only for PAR and all runways for ASR	2 Eng. or less						Climb to 2000' on west course of Los Angeles LFR within 25 miles of LAX LFR. Air Carrier Note: 300-1 required for take-off on runway 16. ***Within 25 N. miles 091-164 - 5000 165-220 - 7500 221-264 - 3500 265-314 - 3000 315-360 - 4000 001-090 - 4000
			T-dn	300-1	300-1	300-1	300-1	
			C-dn	400-1	600-1	400-1	600-1	
			S-dn	200-0.5	200-0.5	400-1	600-1	
			A-dn	600-2	600-2	600-2	600-2	
			More than 2 Engine					
			T-dn		200-0.5		200-0.5	
			C-dn		600-1.5		600-1.5	
			S-dn		200-0.5		600-1.5	
			A-dn		600-2		600-2	
SPOKANE, WASH. Geiger Field 2372' Procedure No. 1 Original Effective date: 3/12/55	No terminal area maneuvering altitudes by sectors and limiting distances established by military. All transitions to GCA patterns shall start from Spokane LFR, Pine City MH facility or FM, Harrington FM, Rockford FM, Spokane ILS-LOM, Spokane VOR.			2 Engine or less				Climb to 4500' to intercept and climb on north course Spokane LFR within 25 miles; all turns on west side. Alternate missed approach when directed by ARTC proceed to Spokane ILS-LOM climbing, continue climb to 4000' on 203° track within 25 miles of Spokane LOM, or climb to 4500' on 360° outbound course from Geiger VOR within 25 miles - all turns on west side. Note: Military facility hours of operation 0730 to 1930 Monday through Saturday - 40 minutes standby service all other times.
		All rnwys	T-dn	300-1		300-1		
		20	C-d	500-1				
		All	C-d			500-1		
		20	C-n	600-1				
		All	C-n			600-1		
		20	S-dn	300-1				
		All	S-d			500-1		
			S-n			600-1		
		20	A-dn	600-2				
		All	A-dn			800-2		
				More than 2 Engines				
		All	T-dn		200-0.5		200-0.5	
		20	C-d		500-1.5			
		All	C-d		500-1.5			
		20	C-n		600-1.5			
		All	C-n				600-1.5	
		20	S-dn		300-1			
		All	S-d				500-1.5	
			S-n				600-1.5	
		20	A-dn		600-2			
		All	A-dn				800-2	

(2-8-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
BATON ROUGE, LA. Ryan Arpt. 70 ILS - IBTR LOM - BT Combination ILS & ADF Procedure No. 1 Amdt. No. 2 Effective date: 3/12/55 Supersedes ILS M-1, & ADF M-2, dtd 2/12/53 Major Changes: Airport name. Combines ILS & ADF procedure. Revises transitions. Lowers alt. over LOM, ADF. Eliminates alternate missed approach procedures.	Baton Rouge LFR	LOM	306 1.0	1200	W side of NW crs 306 outbnd 126 inbnd 1300 within 10 mi. (Beyond 10 mi. NA)	ILS 1300 ADF 700 over LOM	1300 4.4	240 0.6	2 Engine or less			Climb to 1500 on SE crs ILS, or 4.4 mi after passing LOM (ADF) climb to 1500 on crs of 126 within 25 miles. Notes: 400-0.75 required when glide slope not utilized. Approach lights not installed.
	Baton Rouge VOR	OM	039 8.0	1500					T-dn	300-1	300-1	
									C-dn	400-1	900-1	
									S-13 ILS dn	300-0.75	300-0.75	
									ADF dn	400-1	400-1	
									More than 2 Engines			
									T-dn		200-0.5	
									C-dn		500-1.5	
									S-13 ILS dn		300-0.75	
									ADF dn	All Aircraft	400-1	
									A-dn ILS ADF		600-2 800-2	
LONG BEACH, CALIF. Municipal Arpt. 56' ILS LGB LOM LG Combination ILS/ADF Procedure No. 1 Effective date: 3/12/55 Amdt. No. 5 Supersedes Amdt. No. 4 dtd 9/1/54 Major Changes: New Format.	LGB LFR	LOM	135 1.6	1500	S side SE crs 121 outbnd 301 inbnd 1500' within 10 miles of LOM. (Beyond 10 mi. NA)	1400 ILS 1100 ADF	1320 5.4	245 0.7	2 Engine or less			Within 5.4 miles...after passing LOM (ADF) climb to 800' on northwest course LGB LFR, then turn left to 250° continuing climb to intersect south course LAX LFR and proceed to San Pedro intersection at minimum of 2000'. Caution: Standard clearance over obstructions not provided for circling minimums. Caution: 500' hill with oil derricks one mile south of airport. 300-1 required for take-off runways 16, 16R, 25L, 34R.
	Huntington Beach FM	LOM	295 9.0	1400					T-dn	300-1	300-1	
									C-dn	500-1	600-1	
	San Pedro Int.	LOM	039 7.0	1500					S-dn runway 30 ILS	300-0.75	300-0.75	
									ADF	500-1	500-1	
	LGB VOR	LOM	203 2.0	1500					A-dn ILS	600-2	600-2	
									ADF	800-2	800-2	
									More than 2 Engines			
									T-dn		300-1	
									C-dn		600-2	
									S-dn runway 30			
									ILS		300-0.75	
									ADF		500-1	
									A-dn ILS		600-2	
									ADF		800-2	
LOS ANGELES, CALIF. International Arpt. 125' ILS LAX LOM LA Combination ILS-ADF Procedure No. 1 Effective date: 3/12/55 Amdt. No. 11 Supersedes Amdt. No. 10 dated 4/5/54 Major Changes: Slight change in items 7, 8, and 9 due to glide slope relocation.	LAX LFR	LOM	074 2.0	3000	S side E course 068 outbnd 248 inbnd 2000' within 10 miles and in no case farther east than Downey FM or Rbn.	ILS 1700 ADF 1500	1700 6.04	310 0.64	2 Engine or less			Within 6.0 miles...after passing LOM (ADF) climb to 2000' on west course LAX LFR. Note: 300-1 required for take-off runway No. 16. 0 on ADF approach cross LAX LFR inbound at minimum of 1000' MSL.
	Downey FM or Rbn	LOM	253 9.0	(ILS) 1700 (ADF) 1500					T-dn	300-1	300-1	
									C-dn	400-1	600-1	
									S-dn 25L ILS	200-0.5	200-0.5	
	LGB LFR	LOM	304 16.0	(ILS) 1700 (ADF) 1500					ADF	400-1	400-1	
									A-dn ILS	600-2	600-2	
									ADF	800-2	800-2	
	Hollywood Hills FM	LOM	133 14.0	3000					More than 2 Engines			
									T-dn		200-0.5	
									C-dn		600-1.5	
									S-dn 25L ILS		200-0.5	
									ADF		400-1	
									A-dn ILS		600-2	
									ADF		800-2	

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CORPUS CHRISTI, TEX. Cliff Maas 42 BVOR CRP Procedure No. 1 Amdt. No. 2 Effective date: 3/12/55 Supersedes Amdt. M-1, dated 6/29/53. Major Changes: Lower ceiling and visibility minima. Add air carrier note.	Corpus Christi LFR	003 7.0	1300	W side crs. 349 outbnd 169 inbnd 1400 within 10 mi.	900	169 9.0	2 Engine or less			Within 9.0 miles turn right climb to 1400' on radial 229 within 25 miles. Caution: 360' antenna 2.1 miles NE of arpt. Air Carrier Note: Authorization for local visibility reduction and sliding scale not applicable for night landings.
							T-dn	300-1	300-1	
							C-d	700-1	700-1	
							C-s	700-1.5	700-1.5	
							A-dn	800-2	800-2	
							More than 2 Engines			
							T-dn		200-0.5	
							C-d		700-1.5	
							C-s		700-2	
							A-dn		800-2	
DILLON, MONTANA Dillon Arpt. 5238' BVOR DLN Procedure No. 1 Effective date: 3/12/55 Original.	Dillon LFR	191 7.0	7200	W side course 006 outbnd 186 inbnd 8000' within 10 mi. 9700' within 15, 20 and 25 miles.	7200	023 3.9	2 Engine or less			Within 0.0 miles...turn right climb to 10,000' on course. 006° outbound within 25 miles of DLN-VOR.
							T-d	1000-1		
							T-s	2000-3		
							C-dn	2000-3		
							A-dn	2000-3		
							More than 2 Engines			
							NA	NA		
DUBOIS, IDAHO Dubois Arpt. 6123' BVOR DBS Procedure No. 1 Original Effective date: 3/12/55	Dubois LFR	158 3.0	8000'	E side course 152 outbnd 332 inbnd 7000' within 15 mi.	8000	336 4.8	2 Engine or less			Within 4.7 miles...turn left climb to 7000' on course 152° outbound within 25 miles of DBS - VOR.
							T-d	800-1		
							T-s	800-2		
							C-d	800-1		
							C-s	800-2		
							A-dn	800-2		
							More than 2 Engines			
							NA	NA		

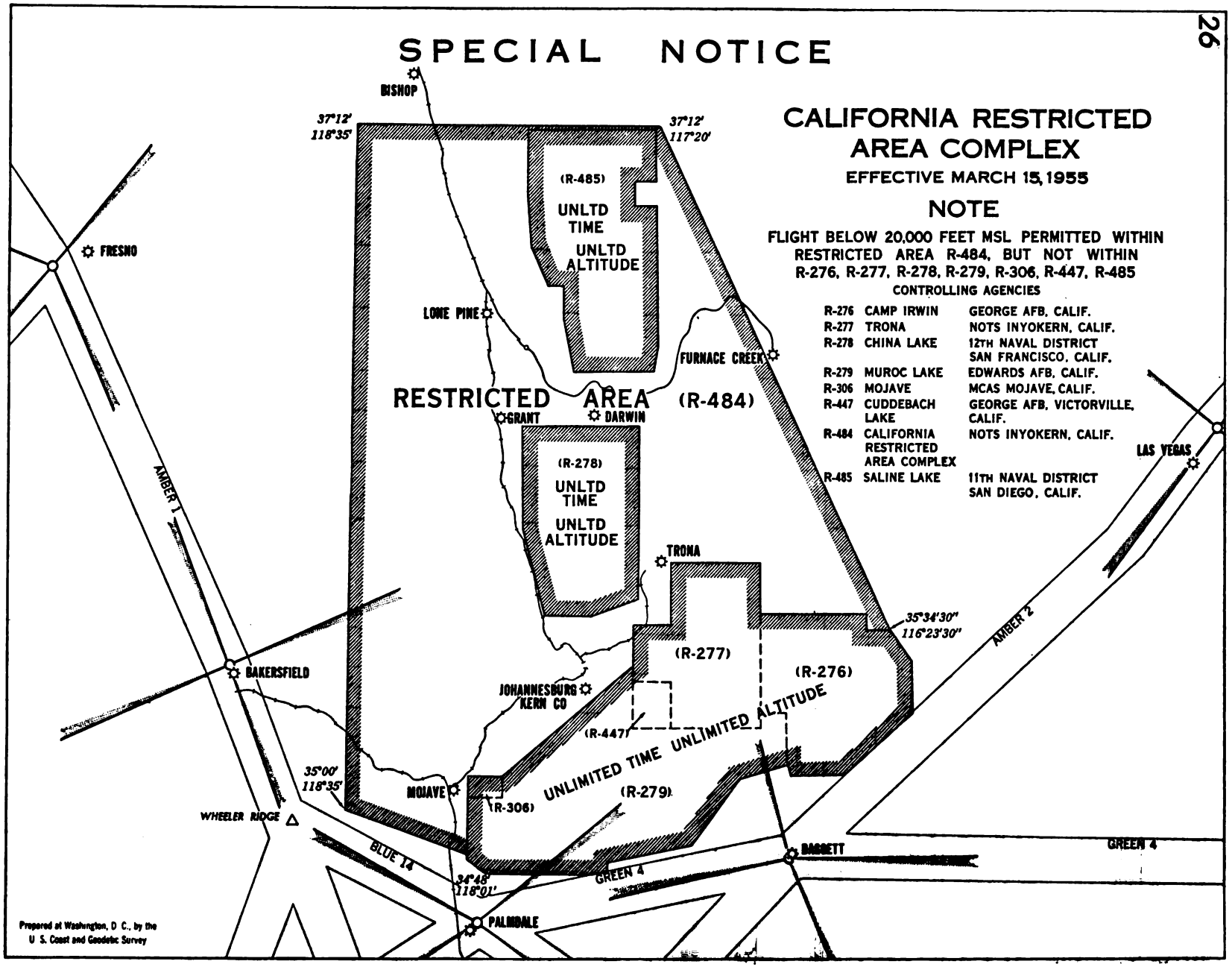
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

(2-8-55)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ.. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION / TYPE AIRCRAFT: 75 MPH OR LESS / MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8 / 9 / 10	11
ELLENSBURG, WASH. Bowers Field 1766' BVOR ELN Procedure No. 1 Effective date: 3/12/55, Original	Ellensburg LFR	046 1.5	5500	*S side course 049 outbnd 229 inbnd 5500' within 10 mi. (NA beyond 10 mi.)	4000	258 2.9	2 Engine or less T-dn / 500-1 / 500-1 C-dn / 1500-1 / 1500-1 A-dn / 1500-3 / 1500-3 More than 2 Engines T-dn / / 500-1 C-dn / / 1500-1.5 A-dn / / 1500-3	Within 2.9 miles...turn left climb to 5500' on course 049° outbound Ellensburg VOR within 10 miles, 7000' within 25 miles. *Procedure turn south for more favorable terrain. Caution: High terrain all quadrants; 4000' hills 10 miles northeast Ellensburg LFR.
HELENA, MONTANA Helena Municipal Arpt. 3882' BVOR HLN Procedure No. 1 Effective date: 3/12/55 Original	*Winston FM (final) McDonald Pass FM Helena LFR	280 13.0 073 18.0 251	6500 8500 7500	N side SE course 100 outbnd 280 inbnd 7500' within 10 mi. (NA beyond 10 mi.)	5800	251 1.2	All Aircraft T-d / 500-2 / 500-2 T-n / 800-2 / 800-2 C-d / 1500-2 / 1500-2 C-n / 1500-3 / 1500-3 A-d / 1500-2 / 1500-2 A-n / 1500-3 / 1500-3	Within 1.2 miles....turn right climb to 8500' on outbound course. 100° from HLN-VOR within 10 miles. *Maintain at least 8500' until 3 miles past Winston FM.
LAS VEGAS, NEVADA McCarran Arpt 2171' BVOR LAS Procedure No. 1 Effective date: 3/12/55 Amdt. No. 4 Supersedes Amdt. No. 3 dated 8/6/54 Major Changes: New Format.	Goodsprings HW Intersection LAS radial 210 and southeast course LAS LFR Las Vegas LFR Las Vegas LFR (final)	025 22.0 210 10.0 192 10.0 192 10.0	7500 5100 5100 *3200	E side course 012 outbnd 192 inbnd #5100' within 15 mi. (Beyond 15 mi. NA)	3200*	At airport	2 Engine or less T-dn / 800-2 / 800-2 C-dn* / 1000-1 / 1000-1 A-dn* / 1000-2 / 1000-2 More than 2 Engines T-dn / / 800-2 C-dn* / / 1000-1.5 A-dn* / / 1000-2	Within 0.0 miles.....turn left (east), climb to 7000' on course of 070° within 25 miles of VOR. Note: *Descent below 4600' to 3200' MSL and 1000' ceiling minimums authorized only if position over LFR or Z marker positively determined inbound on final approach. #or within 5 miles of LAS LFR or Z marker. Caution: 4100' terrain at 11 miles on LAS radial 036°.
SAN DIEGO, CALIF. Lindbergh Field 15' BVOR-DTV SAN Procedure No. 1 Effective date: 3/12/55 Amdt. No. 4 Supersedes Amdt. No. 3 dated 6/25/54 Major Changes: Restrict sliding scale; revaluation of procedure, terrain, and obstructions. New Format.	Intersection 322° radial from SAN VOR and 118° radial from LOS VOR La Jolla FM (final) Jamul Rbn	142 30.0 142 2.0 273 21.5	2500 1500 3600	W side of course 322 outbnd 142 inbnd 2500' within 10 mi.	*1500	155 6.1	All Aircraft #T-dn / 300-1 / 300-1 C-dn / 800-2 / 800-2 A-dn / 800-2 / 800-2	Within 6.1 miles....climb to 3000' on outbound track of 145° within 15 miles of VOR. *Descent below 2500' NA until past La Jolla FM inbound. #200-0.5 authorized for 4 engine take-off runway 27 only. Air Carrier Note: Sliding scale for landing minimums not applicable, except for local visibility conditions.

(2-8-55)

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

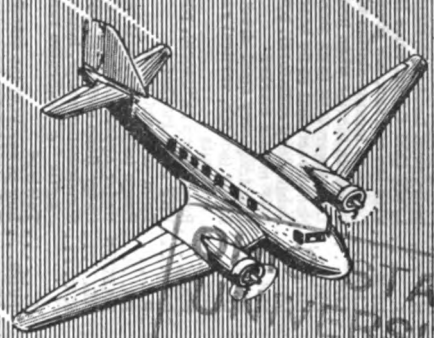


NOTE: The descriptive text associated with this chart will be carried in full as a Restricted (Danger) Area Amendment in the next Airman's Guide, to be issued on February 21, 1955.

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 50

SPECIAL NOTICE
Civil Use of Military Fields. See page 26.

AIRMAN'S GUIDE



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RADIO FACILITY DATA Page 2
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VOL. 9, NO. 25...FEBRUARY 21, 1955

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	COCA	—●—●	L	LIMA	●—●●	U	UNION	●●—
D	DELTA	—●●	M	METRO	——	V	VICTOR	●●●—
E	ECHO	●	N	NECTAR	—●	W	WHISKEY	●———
F	FOXTROT	●●—●	O	OSCAR	———	X	EXTRA	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

INSACS = Interstate Airway Communications Station/s (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated INSACS. (C) The station identification is monitored continuously by the communicator at the associated INSACS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated INSACS. Category I (VOR) = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an INSACS, and located too distant from INSACS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility
(g) = Twr equipped with 121.9 mc or (g.7)=Twr equipped with 121.7 mc for ctl of gnd traffic. (7-19) = Hours of operation, i.e., 0700-1900
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-drectional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing and voice signals available. Inclusion suffix "W" indicates range and homing signals only
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same INSACS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary; this issue 25 cents.

RADAR AVAILABLE : How and Where

(2-21-55)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway The final approach flight path on a precisionscope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for this type of approach are at least as high as, and in some instances higher than, the regular circling minimums listed in the Flight Information Manual for the airport.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Flight Information Manual.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below as well as in "Air Navigation Radio Aids" section under proper location.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When a receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.
After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible.
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR FLIGHT ADVISORY SERVICE: This service to aircraft encountering severe weather condition may be obtained by requesting radar advisory through an appropriate ground station or direct ARTC communication. ARTC will determine if service can be provided and will request pilot to change to appropriate frequency for direct communication with radar. Radar station will be identified by "THIS IS AIR FORCE RADAR ADVISORY." All suggested vectors to circumnavigate storm areas will be of advisory nature and do not relieve pilot of responsibility for safety of aircraft. If advisory service cannot be furnished for any reason, the procedure word "UNABLE" will be used. This will terminate radar advisory service to the aircraft without further explanation. This service will be available in the following ARTC Flight Advisory Areas: Chicago, St. Louis, Minneapolis, Kansas City, Albuquerque San Antonio, Ft. Worth, Oakland, Denver, Great Falls, Los Angeles and the Knoxville ADIZ.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc and 3023.5 kc. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
Atlanta Arpt., Ga.	278 kc; 109.9, 119.1, 119.5, 120.7, 126.18 mc.	ASR-PAR	Runway 9R. Arrival & Departure Control
Birmingham Arpt., Ala.	224, 278 kc; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8mc	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382 kc; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8	ASR-PAR	Runway 4R. Arrival and Departure Control
Chicago-Midway Arpt., Ill.	278, 350 kc; 109.9, 118.1, 118.7, 119.5, 119.9, 120.7, 126.18, 257.8 mc	ASR-PAR	Runway 13R. Arrival Control. Guards 122.7. Does not guard 122.5.
Cleveland-Hopkins Arpt., Ohio	278, 344 kc; 109.9, 119.9, 118.1, 118.5, 126.18 mc	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus, Ohio	391, 278 kc; 109.5, 121.1, 126.5, 126.18, 243.0, 257.8 mc.	ASR	Arrival Control
Dallas- Love Fld., Texas	341, 278 kc; 110.3, 118.7, 119.5, 121.1, 121.9, 126.18, 257.8 mc.	ASR	[redacted] Arrival Control
Detroit-Willow Run Arpt., Mich.	332 kc; 109.5, 120.7, 124.9, 126.5, 137.88, 243.0, 257.8	ASR	Arrival Control
Houston Arpt., Texas	278 kc; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8 mc	ASR	Arrival Control
Indianapolis Arpt., Ind.	265, 278 kc; 109.9, 118.1, 119.9, 126.18 mc	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	344, 278 kc; 110.3, 118.3, 126.18, 257.8 mc	ASR	Arrival Control
Kansas City Arpt., Mo.	359, 278 kc; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control ASR apchs not authorized.
Los Angeles Intnl. Arpt., Calif.	278 kc; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 257.8 mc	ASR-PAR	Runway 25L. Departure Control. Guards 122.7. Does not guard 122.5
Memphis Arpt., Tenn.	371, 278 kc; 109.9, 118.3, 119.1, 126.18, 257.8 mc	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278 kc; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8 mc.	ASR	
Minneapolis-St. Paul Intnl Arpt., Minn.	278, 266 kc; 110.3, 118.7, 119.5, 126.18, 243.0, 257.8, 263.0	ASR-PAR	Runway 29L. Arrival Control
Newark Arpt., N. J.	278, 341 kc; 110.3, 118.3, 120.5, 126.5, 126.18 mc	ASR-PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278, 338 kc; 109.9, 118.1, 119.9, 126.18, 257.8 mc	ASR	Arrival Control
New York Intnl. Arpt., (Idlewild), N. Y.	239, 379 kc; 109.5, 118.1, 119.1, 132.3, 134.1, 137.88, 142.74, 121.1, 134.64, 257.8 mc	ASR-PAR	Runway 4R. Departure Control
New York, La Guardia Fld., N. Y.	209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 125.5 mc	ASR-PAR	Runway 4. Departure Control. Guards 122.7. Does not guard 122.5.
Norfolk Arpt., Va.	239 kc; 108.7, 109.9, 118.1, 119.9, 120.7, 122.2, 126.5, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6 mc.	ASR	Limited Arrival & Departure Control. ASR apchs unavailable to rnwys 22, 31 & 13. Guards 122.1. Does not guard 122.2. 135.0.
Oakland Arpt., Calif.	341, 362 kc; 118.1, 118.3, 119.3, 126.18, 140.22, 243.0, 257.8 mc	ASR	
Philadelphia Intnl. Arpt., Pa.	278 kc; 118.1, 118.5, 121.7, 121.9, 126.15, 142.74, 257.8 mc	ASR	Departure Control
Pittsburgh, Greater Pittsburgh Arpt., Pa.	396 kc; 109.7, 110.3, 118.7, 119.3, 121.1, 126.18, 257.8 mc.	ASR	Arrival Control
Portland Intnl. Arpt., Oreg.	278, 332 kc; 109.9, 118.1, 118.7, 126.18 257.8 mc	ASR	
St. Louis-Lambert Fld, Mo.	290, 278 kc; 110.3, 114.5, 118.3, 119.5, 126.18, 257.8 mc	ASR	Arrival Control
Salt Lake City Arpt., Utah	278, 227 kc; 110.3, 118.3, 119.5, 126.18, 257.8 mc	ASR	
San Francisco Arpt., Calif.	278, 227 kc; 109.5, 118.5, 119.1 120.9, 126.18 mc	ASR	
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323 kc; 110.3, 118.1, 119.5, 126.18, 257.8 mc	ASR	
Washington Nat'l. Arpt., D. C.	278 kc; 109.9, 118.1, 118.3, 119.1 120.7, 126.5, 134.64, 263.0, 269.0, 311.8, 257.8 mc	ASR-PAR	Runway 36. Arrival & Departure Control ASR apchs not authorized.
AIR ROUTE SURVEILLANCE RADAR			
Washington Nat'l. Arpt., D. C.	119.7, 120.3, 120.5, 125.1, 132.3, 135.9, 137.88, 250.2, 255.4, 301.4, 318.2, 348.6 (on req 125.7, 125.9) (Trans 135.0)	ARSR	Guards 122.1 (on req 125.7, 125.9) Does not gd 125.1 mc.
RADAR APPROACH CONTROL (RAPCON)			
Oklahoma City-Tinker AFB, Okla.	120.5, 137.86, 270.6, 118.3, 121.1, 3638, (req 126.18, 134.1, 136.8, 236.6, 142.02, 275.8, 225.4, 379.4)	ASR-PAR	Radar vectoring for training purposes only.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 137.88, 363.8, 136.8, 142.02, 243.0, 270.6, 301.4, 335.8 mc	ASR	Arrival & Departure Control Service for Tampa Intn'l, MacDill AFB, Pinellas Co. Intn'l, Knight & Whitted Arpts. ASR apchs not authorized.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8	ASR-PAR	Arrival and Departure Control. Runway 34

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld								219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.63	201 SM	3.96	219 FS	BC-unusable
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	75	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. LOM is Canoga Park MHW.
Fresno Air Terminal (L5)	110.3	FNO	335	288	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	301	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA*	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	108.3	ONT	335	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	263 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	108.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	239 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	400 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	
Miami-International (L5)	109.5	MIA	332.6	85	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-Hagler	109.5	PNS	332.6		0.65	375 NS	4.34	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	BC-usable from 40 mi to within 1-1/2 mi of Arpt.
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	46	0.62	221 CN	4.4	236 MC	BC-unusable
Savannah-Travis Fld	109.9	SAV	333.8	90	0.62	356 AV	5.52	368 SA	BC-unusable. Lclzr unusable above 5000'
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello-Phillips	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	CHI	333.8	132	0.79	201 HI	5.8	219 CH*	DME
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	344 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L7)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	304	0.61	201 SM	4.77	219 DS	
Sioux City	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67		3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	BC-unusable
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	260 BE	
Boston-Logan (L5)	110.3	BOS	335	35	0.06	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	108.1	ORH	334.4	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	108.1	RML	334.4	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-unusable
Lansing-Capital City	108.3	LAN	335	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3W	INR	335	155	0.66	201 NR	6.12	219 IN	
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.3	MEI	335	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.66	201 LN	4.55	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.86		6.05	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.74	219 ST	DME
MONTANA: Billings (L5)	110.3	BIL	335	253	0.6	201 IL	4.3	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.7	TEB	333.2	59	0.64		4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.1		DME LMM UNMONITORED
New York-La Guardia (L7) •	109.9	LGA	333.8	45	0.81	233 GA	4.49	332 LG*	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	108.1	GFS	334.4	278	0.65	233 FS	4.7	329 GF	
Rochester	108.3	ROC	335	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
White Plains-Westchester Co. (L5)	108.1	HPN	334.4	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	254 CL	BC-unusable
Greensboro-Highpoint (L5)	109.9	GSO	333.8	138	0.67	233 SO	5.0	254 GS	
Raleigh-Durham (L5)	108.3	RDU	335	48	0.62	201 DU	4.43	219 RD	BC-unusable
Wilmington-New Hanover Co.	110.3					201 MN		219 IM	LMM lctd 0.66 mi; LOM lctd 5.36 mi.
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-unusable
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7W	TOL			0.59	201 OL	4.97	219 TO	(LMM & LOM unmonitored 2330-0700)
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa	110.3	TUL	335	354	0.71	201 UL	6.11	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	159	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE		309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABL	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Philadelphia Intnl (L7)	108.1	PHL	334.4	85	0.66	201 HL	5.28	219 PH	BC-unusable
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65		4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 32	110.3	PIT	335	320	0.67		4.7	201 UNE	BC-unusable LOM is MHW fac. DME
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	109.7	GPB		277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac.
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	110.3	AVP	335	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-unusable
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	284 CA	BC-unusable
Greenville	110.3	GRL		1	0.71	201 RL	4.2	219 GR	
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls	109.9	SUJ	333.8	25	0.69	201 UJ	4.43	219 SU	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-unusable
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac.
Knoxville-McGhee-Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-unusable
Memphis (L5)	109.9	MEM	333.8	86	0.66	201 EM	4.88	215 ME	
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	219 AM	
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	174	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	
El Paso-International (L5)	109.5	ELP	332.6	217	0.30		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	35	0.66	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	168	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.69		
San Antonio (L5)	109.9	SAT	333.8	31	0.68	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	126	0.7	201 YR	5.3	219 TY	
UTAH: Salt Lake City Arpt #1 (L5)	110.3	SLC	335	343	0.71	201 LC	4.69	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	
Norfolk (L5)	109.9	ORK	333.8	43	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE *	BC-unusable
Spokane-Geiger (L5)	109.9	GEG	333.8	23	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	245 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	5.3	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne	110.3	CYS	335	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course

AIR NAVIGATION RADIO AIDS

(2-21-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7, 122.2;212	(3),#,255.4	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2	(3),255.4	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,119.9	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2	(3),#,255.4	63 A 152 N 227 A 323 N
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 122.2;382	(3), #, 255.4	
(3)Huntsville	VORW	HSV	112.3		
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2	(3),255.4	
" Bates	AC(g)		317;118.3,121.5, 126.18,257.8	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4, 122.2;317	(3),#	DME
"Dannelly	AC(g)		281;119.5,126.18,121.5,257.8,137.88	(2),#	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 122.2	(3),#,255.4	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	TCL	113.5		
ARIZONA					
Chandler, Williams AFB	HW	CHD	356		
(3)Cochise	*SMRAWZ	CIE	272		74 A 165 N 260 A 323 N
"	VORW	CIE	112.1		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,126.7, 122.2;379	(3),#,255.4	
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2	(3),#,255.4	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	VORW	HYM	115.9		DME
Phoenix	SBMRAZ-DTV	PHX	326;V;126.7,255.4, 122.2	(3),#	81 A 154 N 261 A 334 N
(1) "	BVOR	PHX	112.3		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7 255.4,301.4 ,122.2	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	BHZ-DTV	TUS	338;V;126.7,255.4, 122.2	(3),#	
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,126.7, 255.4	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2	(3),# ,255.4	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Bruins	MHW	BSA	287		
(1)El Dorado	BVOR-DTV	ELD	114.3;V;126.7,121.5	(3),#,255.4	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,126.7; 206	(3),#,255.4	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;121.5,126.7; 212	(3),#,255.4	
(1)Ft. Smith	BVOR-DTVBJ	FSM	113.1;V;121.5,126.7;323	(3),#,255.4	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5,257.8	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,126.7	(3),#,255.4	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7, 122.2	(3),#,255.4	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
Van Buren	MHW	VBU	236		
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7	(3),#,255.4	DME
CALIFORNIA					
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2	(3),# ,255.4	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18,255.4	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7, 122.2, 255.4	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2	(3)	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18,118.7,121.5, 120.9,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Camarillo	*SRAWZ	CAV	359		4 A 96 N 184 A 297 N
Canoga Park	MHW	OGA	272		
Chatsworth	HW	CSW	382		
Chino, Pacific Airmotive	CI		126.18,(135.9,137.88, 121.5 on req)	#	(0800-1630 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2 126.7;272	(3),#,255.4	
Daggett	SBRAZ-DTV	DAG	365;V;121.5, 126.7, 122.2	(3),# ,255.4	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon	MHW	DIX	272		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	BMRL	EDW	400		75 A 145 N 255 A 325 N
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7	(3),#,255.4	68 A 134 N 248 A 314 N
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1);#	31 A 150 N 211 A 330 N
Farallon Island	HW	R	314		
(3)Fillmore	VORW	FIM	112.5		
Ft. Jones INSACS-Montague	SBRAZ-DTV	FJS	224;V;121.5,255.4 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna INSACS-Arcata	BVOR-DTV	FOT	114.1;V;121.5, 126.7, 122.2	(3), #,255.4	DME
Fresno	SBRAZ-DTV	FNO	344;V;121.5,255.4,122.2, 126.7	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 257.8	(2),#	
Glendale	MHW	GLN	341		
" Grand Central	CI		201;119.7, 126.18	(2),126.18	(0800-sunset)
Hawthorne	CI(g.7)		400;126.18, 121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Inyokern NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Jamul	MHW	JML	382		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2	(3),255.4	28 A 118 N 208 A 298 N
(1) "	*VORW	LGB	115.7		DME
" Arpt	AC(g)		242;126.8,119.5,121.5,257.8	(2),#	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2	(3)	65 A 143 N 258 A 328 N
(1) "	BVAR	LAX	109.1		76 BA 166 NB 256 YN 346 AY
" Intnl	AC(g)		278;118.1,121.1,119.9, 121.5,126.18,257.8,119.3	(1), #,122.7	
"	Center		120.3,301.4,118.9, 132.3	#	
"(Van Nuys) San Fernando Valley	C(g)		227;120.1,257.8,126.18	(2),#	(0700-2300)
Marysville	TVBJ		305;V;121.5,126.7,122.2	(3),#,255.4	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(3)Modesto	VORW	MOD	117.1		
Montague	BH-DTV	SIY	388;V;121.5, 122.2, 126.7, 255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5, 126.18, 142.74 233.8,243.0	(1); #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	375;V;121.5, 122.2, 126.7,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newark	MHW	EKC	388		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7, 122.2, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 121.5,119.3	(2),#	
"	Center		120.3, 132.3, 301.4	#	
Oceanside	HW	OCN	323		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5, 122.2, 126.7, 255.4	(3),#	DME
" Intnl	C(g)		215;120.7,121.5,126.18, 243.0,257.8	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4 ,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"LosAngeles Co.	C(g)		281;126.8, 120.5, 257.8, 243.0	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532		
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	114.9		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	(test-basis)
Riverside INSACS -Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4	(3),#	76 A 144 N 256 A 324 N
" March AFB	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2,255.4	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8	(2),#	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MH	MCC	395		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
(1) Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7, 255.4	(3),#	DME
San Bernardino, Norton AFB	HZ	SBD	397		
San Diego	SBRAZ-DTV	SAN	224;V;126.7,122.2, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SAN	113.9		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
" Miramar NAS	MRLZ	NMI	310;121.5,126.18,138.78, 142.74, 243.0	(1); #	52 A 146 N 232 A 318 N
San Francisco	SBMRLZ-DTV	SFO	227;V;122.2	(3)	20 A 112 N 200 A 288 N
(1) "	BVOR	SFO	117.6		DME
" Arpt	AC(g)		278; 119.1,126.18,121.5, 120.9,118.5,120.5,243.0,257.8	(2),#	
" Gap	MHW	SFG	332		
San Nicholas (N)	MHW	NSI	522		
San Rafael, Hamilton AFB	MH	HAP	219		
"	HZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		121.3,121.5,126.18	(2), #, 126.18	(0700-1100 & 1730-2130)
Santa Ana, El Toro MCAS	SMRLZ	NZJ	407;121.5,126.18, 142.74,233.8,243.0	(1); #	70 A 160 N 250 A 340 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7, 122.2,255.4	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18	(2),#	(0700-2300)
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7	(3),#,255.4	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	114.3;V;121.5,126.7,122.2	(3),#,255.4	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;272	(3),#,255.4	
Vail Lake (A)	MHW	VLK	353		
Victorville, George AFB	MHW	VHH	227		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,122.2	(3),#,255.4	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	239;V;121.5,122.2,126.7	(3),#,255.4	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 119.5,137.88 .257.8	(2),#	
Denver	Center		118.9,301.4	#	
(1) Eagle	TVBJ	EGE	V;121.5,122.2,126.7; 391	(3),#,255.4	
(1) Grand Jct	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7; 278	(3),#,255.4	DME
(1) Kremmling INSACS-Eagle	BVOR-DTVBJ	RLG	113.5;V;121.5,126.7, 122.2;391	(3),#,255.4	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2	(3),#,255.4	14 A 109 N 194 A 289 N
(1) Lamar INSACS-La Junta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2	(3),#,255.4	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.1		
" Arpt	AC(g)		396;119.1,126.18,121.5,243.0,257.8	(2),#	(0700-2300)
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7, 122.2	(3),#,255.4	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;257.8,121.5,121.3	(2),#	(0700-2300)
Danbury	CI		278	(1)	(daylgt hrs)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford INSACS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2, 121.5,255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9		DME
(1) Wilton INSACS-N. Y.	BVOR-DTV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18	(2),#	
DELAWARE					
(3) Dover AFB	VORW	DOV	114.6		DME
	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		230;121.5,121.1,126.18, 136.8, 257.8	(2),#	
"	VHF/DF			100-156 mc	
" "	UHF/DF			257.8 mc	
DIST OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2 ,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.), 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	*MHW	GTN	323		* test basis
" National	AC(g)		278;118.1,119.1,120.7,118.3, 121.5 emerg),126.5,134.64, 263.0,269.0,311.8,257.8	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Evansville					
" Dress Mem'l	AC(g)		278;118.7,121.5	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,255.4, 122.2	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18	(2)#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7,122.2	(3),#,255.4	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;126.7,122.2	(3),255.4	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5, 126.18	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,255.4	#	
Kokomo	MHW	OKK	206		
La Fayette	MHW	LAF	227		
(1) "	BVOR-DTV	LAF	113.5;V;121.5,122.2,126.7	(3), #, 255.4	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;121.5,126.7,255.4, 122.2	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5,121.5	(2),#	(0700-2300)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7, 122.2	(3),#,255.4	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
IOWA					
(1) Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7	(3),#,255.4	
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
(1)Iowa City INSACS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7	(3),#,255.4	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7; 275	(3),#,255.4	
(1)Mason City	BVOR-DTV	MCW	114.3;V;121.5,126.7,255.4,122.2	(3),#	DME
(1) Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7	(3),#,255.4	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4	(3),#,255.4	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18,243.0,257.8	(2),#	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,243.0,257.8	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7,255.4	(3), #	
" Arpt	C(g)		278;119.3,121.5,257.8	(2), #	
KANSAS					
(1)Anthony INSACS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7, 122.2	(3),#,255.4	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Emporia	BVOR-DTV	EMP	114.3;V;121.5,126.7, 122.2	(3),#,255.4	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7, 122.2	(3),#,255.4	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
"					
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299	(3),#,255.4	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5,132.3,236.2	(2),#	
" NAS	H	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,135.9,243.0,	(1); #	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2;278	(3),#,255.4	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278	(3),#	DME
" Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	AC(g)		278;118.7,137.88,121.5, 257.8 ,243.0	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VIO	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	AC(g.7)		278;119.5,121.5, 137.88,243.0,257.8, 348.6	(2),#	
" Beech	CI(g)		239;119.9,126.18,121.5	(2),121.5, 126.18 & any HF & VHF on req	(0800-1700 Mon-Fri xcpt holidays)
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7	(3),#,255.4	36 A 96 N 216 A 296 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KENTUCKY					
(1)Bowling Green	BVOR	BWG	116.1		
(1)Corbin	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263	(3),#	75 NY 165 BN 255 AB 345 YA
INSACS-London					
Covington					
See Cincinnati, Ohio					
Hopkinsville, Campbell AFB	HW	HOP	528		
Lexington	BH-DTV	LEX	242;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7	(3),#,255.4	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C		278;119.5	(2),#,121.9	(0700-2300)
" Standiford	AC(g)		317;120.7,126.18,119.1, 121.5	(2),#	
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7	(3) 255.4	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,126.7, 122.2,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7, 122.2	(3),#,255.4	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7, 122.2	(3),#,255.4	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7, 122.2,255.4	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	116.9		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2	(3),#,255.4	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4 126.7	(3),255.4	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18	(2),#	
"	Center		120.3,301.4	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 121.5,257.8	(2),#	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	AC(g)		278;118.3,121.5,257.8,137.88	(2),#	
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2	(3),#,255.4	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,255.4	(3),#	72 A 172 N 252 A 352 N
INSACS-Old Town					
(1) Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2, 126.7,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1)Kennebunk	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
INSACS-Portland					
Loring AFB	MHW	LIZ	335		
"	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;126.7,121.5, 122.2	(3),#,255.4	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4	(2),#	
Presque Isle	SRAZ-DTV	PQI	388;121.5,126.18,236.6, 243.0	[redacted]#	42 N 112 A 199 N 292 A
(1) "	BVOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DTV	SPR	371;121.5, 126.18, 236.6, 243.0	[redacted]#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5	(3)-135.9,#	66 A 186 N 250 A 348 N
INSACS-Wash., D.C.					
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5	(2),#	(0800-2400)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	*MHW	CAH	317		*test basis
Hagerstown	CI		203;126.18	(2); #	(0730-2400 Mon-Fri)
Huntingtown	*MHW	HNT	266		*test basis
Patuxent River, NAS	SBMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	414		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	*MHW	RVD	344		* test basis
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,255.4;326	(3),#	DME
Shadyside	*MHW	SHZ	391		* test basis

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Bedford (A)	MHW	BFA	269		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,120.9,132.3, 301.4	#	
" Bedford	AC(g)		212;120.7,257.8,121.5, 126.18	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8 mc	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5, 126.18,257.8	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
"	MHW	FMH	335		(on req)
(1)Gardner INSACS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW	HYA	239		
Martha's Vineyard	MHW	MVY	391		
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278	(3),#,255.4	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2), #	(0630-2330)
Quabbin (A)	MHW	UAB	317		
Squantum	MRLWZ	NZW	233		48 A 141 N 260 A 321 N
Westfield - INSACS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,121.5, 255.4	(3),#	27 A 144 N 207 A 303 N
" Barnes	CI		212;121.3,126.18	(2),#	(0600-1800)
Worcester	TVJ		254;V;121.5,122.2,126.7	(3),#,255.4	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2, 126.7	(3),#,255.4	3 A 93 N 183 A 273 N
Cadillac	MHW	CAD	269		
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,122.2, 255.4	(3),#	81 A 160 N 266 A 327 N
(1) "	BVOR	RML	114.9		DME
"	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5,243.0	(2),#	
"	Center		120.3,125.7,301.4	#	
" City	AC(g)		278;118.7,121.5	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,124.9, 126.5,137.88,243.0,257.8	(2),#	
Flint	TV	FNT	V;121.5,122.2,126.7,255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0,257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2, 126.7	(3),#,255.4	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,126.7	(3),#,255.4	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7	(3),#,255.4	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7	(3),#,255.4	
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VOR	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,122.2	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1	(2),#	(0730-2330)
Oscoda AFB	H	OSC	236		
Pellston	BMH-TV	PLN	332;V;121.5,122.2, 126.7	(3),#,255.4	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7,255.4	(3),#	
(1)Salem	VORW	SVM	116.9		
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4	(3),#	25 A 105 N 205 A 298 N
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,126.7	(3),#,255.4	34 A 139 N 214 A 319 N
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,122.2,	(3),#,255.4	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
Duluth	SBRAZ-DTV	DLH	379;V;121.5,126.7, 255.4	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2), #	
" "	VHF/DF			100-156 mc	
" "	UHF/DF			255.4,257.8	
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,126.18, 119.5,243.0,257.8,263.0	(2),#	
"	Center		120.3,132.3,301.4	#	
"	VHF/DF			100-156 mc	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7,122.2	#,122.1,255.4	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
St. Paul	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri, 08-18 Sat, Sun
" Holman Arpt					
Stanton	MHW	SYN	206		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2-21-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSISSIPPI					
Biloxi, Keesler AFB	MRLWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7, 122.2,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	112.7		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7,122.2	(3),#,255.4	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7, 122.2	(3),#,255.4	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.3		DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,126.7; 323	(3),#,255.4	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7, 122.2	(3),#,255.4	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,126.7, 122.2;272	(3),#,255.4	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2 ,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		278; 118.3,126.18,119.5, 121.5,118.1,257.8	(2),#	
"	Center		118.9,132.3,301.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2	(3),#,255.4	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2;278	(3),#,255.4	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	112.8;V;121.5,126.7,122.2	(3),#,255.4	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5, 122.2 ,255.4	(3),#	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,119.5,121.5, 126.18,243.0,257.8,118.5	(2),#	
"	Center		120.3,132.3,301.4	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1)Springfield	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9	(2),#	
Vichy	BMRLZ-DTV	VIH	400;V;121.5,126.7,122.2	(3),#,255.4	55 A 130 N 226 A 310 N
(1) "	BVOR	VIH	117.7		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2	(3)	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC		278;118.3,121.5,255.4	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 122.2	(3),#,255.4	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2	(3),#,255.4	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2, 126.7	(3),#,255.4	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.9		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7, 122.2,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2	(3),#,255.4	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	317;V;126.7,122.2, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
"	Center		301.4	#	
" AFB	MHW	GFA	341		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2, 121.5	(3), #, 255.4	72 N 166 A 280 N 358 A
(1)	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2	(3),#,255.4	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2	(3),#,255.4	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2, 126.7,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,255.4, 122.2,126.7	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7, 122.2	(3),#,255.4	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2	(3),#,255.4	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.T) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
Alliance (P)	MHW	AIA	287		(0800-1630)
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2	(3),#,255.4	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7, 122.2 255.4,301.4	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2 126.7	#,122.1, 135.9,255.4	DME
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4	(3),#	71 N 170 A 251 N 350 A
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7, 255.4,122.2	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;118.1,126.18,121.5,257.8	(2),#	
" Offutt AFB	MHW	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7, 122.2,255.4	(3),#-243.0	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2	(3),#,255.4	
Weeping Water	HW	WWA	528		
NEVADA					
Battle Mtn	BMRLZ-DTV	BAM	281;V;121.5,126.7, 122.2,255.4,301.4	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2, 126.7,255.4	(3),#	51 A 141 N 220 A 321 N
(3) "	VORW	EKO	116.2		
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs, AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,126.7,255.4	(3),#	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7, 122.2,255.4	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2, 126.7,255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House INACS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296	(3),#,255.4	DME
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2, 126.7	(3),#,255.4	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2	(3),#,255.4	
NEW HAMPSHIRE					
Berlin (P)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7, 122.2	(3),#,255.4	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (P)	MHW	KNE	371		
Laconia (P)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2, 126.7	(3),#,255.4	
Manchester (P)	MHW	MHT	338		
North Conway (P)	MHW	CWN	332		
NEW JERSEY					
(1)Atlantic City INSACS-Millville	BVAR-DTV	AIY	108.7;V;121.5,122.2, 126.7,255.4	(3),#	33 BA 123 NB 213 YN 303 AY
Atlantic City NAS	SBMRLZ	NBB	212;121.5,126.18,1195,142.74, 233.8,243.0,132.3,236.2,236.6	(2),#	77 A 174 N 257 A 354 N
"	HW	NBB	414		
(1)Caldwell INSACS-New York	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,126.18	(2),126.18	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck INSACS-New York	BVOR-DTXV	OLT	113.1;V;122.2,126.7, 255.4	(3),#	DME
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	520;121.5,126.18, 142.74,233.8,243.0	(1),#	72 A 157 N 242 A 337 N
"	HW	NEL	404		(on req)
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5, 122.2,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203 ;121.3	(2)	(1000-1700 weekends only)
Newark	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.5,257.8	(2),#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo.bcn.)
Teterboro	C(g)		326;119.5,121.5	(2),#	
Trenton-Mercer County	CI(g)		121.5,119.3	(2); #,126.18	0900-2400 wkdys 11-20 Sun & Sat
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo, Holloman AFB	MHWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2,255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0	(2),#	
"	Center		120.3,301.4	#	
(3)Anton Chico	VORW	ACH	117.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2-21-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Belen	MHW	BLN	404		
(1)Carlsbad	BVOR-DTV	CNM	116.8;V;121.5,126.7	(3),#,255.4	
Clovis AFS	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,255.4 126.7,122.2	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
Farmington	VT		V;121.5,122.2,126.7	(3),#,255.4	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2	(3),#,255.4	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	114.3		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7 122.2	(3),#,255.4	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7	(3),255.4	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7 255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.3		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7	(3),#,255.4	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2, 126.7	(3),#,255.4	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2, 126.7,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2	(3),#,255.4	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4	(3),#	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,121.5,137.88	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323; 121.3,121.5,126.18, 233.8,142.74	(2),#	(0700-2400)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7	(3),#,255.4	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1,121.5	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4, 121.5	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Buffalo Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2), #	(0800-1830 Mon-Sat.)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 235 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5	(2),#	
Farmingdale Republic	CI		371;121.3,126.18, 257.8	(2),126.18 257.8	(days only)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2, 126.7	(3),#,255.4	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
Islip MacArthur	CI(g)		257;126.18,121.5,121.7, (118.1 req),119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,126.7, 122.2;317	(3),#,255.4	
Newburgh, (A) Stewart Fld	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York LaGuardia	SBRAZ-DTXV	LGA	209;V;122.2,126.7 255.4	(3), #	43 A 132 N 223 A 274 N
" Arpt	AC(g)		362;118.7,119.9,120.3, 121.5,125.5,118.1	(1),#,122.7	
"	Center		118.9,120.1,120.7,121.5, 124.1,124.7,125.1,125.3, 125.7,125.9,132.3,301.4, 137.88	#,122.1	
" Idlewild	SMRA	IDL	379	(1)	42 A 132 N 218 A 312 N
(1) "	VOR	IDL	117.2		DME
" Intnl "	AC(g)		239;119.1,121.1,118.1,121.5, 137.88,134.1,132.3,134.64, 142.74,136.8,257.8	(2),#	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g)		272;118.5,126.18,121.5, 142.74,243.0,257.8	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8	
(1)Plattsburg	BVOR-DTV	PLB	112.9;V;126.7,122.2	(3), 255.4	DME
INSACS-Burlington, Vt.					
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7, 122.2,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7	(3),255.4	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,257.8	(2),#	(0700-2300)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 121.5,257.8	(2),#	
" "	UHF/DF			257.8 mc	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7, 122.2,255.4	(3),#	60 A 135 N 240 A 315 N
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7;224	(3),#,255.4	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5 148.32 ,257.8	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	VORW	AVL	115.1		
" Henderville	C(g)		263;121.1	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3), #	88 A 178 N 268 A 358 N
" Douglas	AC(g)		269;120.7,121.5,126.18,257.8	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,142.74,233.8, 243.0	#	51 A 141 N 231 A 321 N
"	HW	NKT	245		
Edenton ALF	HW	NH	379		
Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2, 126.7,255.4;320	(3),#	(NON-COMM) DME
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg, Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)	→	242;119.1,121.5,126.18,257.8	(2),#	
(1)Hickory	BVAR-DTVJ	HKY	108.7;V;121.5,126.7, 122.2;323	(3),#,255.4	73 BA 163 NB 253 YN 343 AY
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2	(3),#,255.4	
"	BVOR	LBT	117.0		Test basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	15 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt.	AC(g)		266;119.5,126.18, 121.5	(2),#	
(1)Rocky Mount	BVAR-DTVJ	RMT	109.1;V;121.5,126.7, 122.2;317	(3),#,255.4	70 BA 160 NB 250 YN 340 AY
Weeksville NAF	SMRLZ (voice oper 08-1630 Mon-Fri only)	NFG	254;126.18,142.74,233.8	(1); #	64 A 139 N 244 A 319 N
(3)Williamston	VARW	IMS	109.5		18 BA 108 NB 198 YN 288 AY
Wilmington	BMH-TV	IMN	368;V;126.7,121.5, 255.4,122.2,301.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Wilmington	BVOR	IMN	113.6		
" New Hanover Co.	AC(g)		278;119.9,121.5,142.74	(2),#	
Winston Salem	SMRLZ-D	INT	382 (voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	206		
Bismarck	SBRAZ-DTV	BIS	338;V;121.5,126.7, 122.2	(3),#,255.4	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,122.2	(3),#,255.4	70 N 158 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,122.2	(3),#,255.4	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
(1)Golva	VORW	GOL	116.7		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2 126.7	(3),#,255.4	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,126.7 122.2	(3),#,255.4	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7 122.2,255.4,301.4	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2, 126.7	(3),#,255.4	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,126.18,243.0, 257.8	(2),#	
"	VHF/DF			100-156	
" Canton	AC(g)		221;118.3,121.5,126.18	(2),#	
Archbold	MHW	ACB	371		
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Chesapeake	(See Huntington, W. Va., page 24)				
Cincinnati	SBRAZ-DTV	CIN	335;V;126.7	(3)	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Gtr Cinn	C(g)		317;118.3,126.18,121.5	(2),#	
" Lunken	C		227;121.5,126.18,118.7	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2	(3)	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	114.3		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5, 121.5,126.18	(2),#	
"	Center		120.5,125.5,125.9,124.3,301.4	#	
Clinton Co. AFB	MHW	ILN	219		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(2-21-55)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7,122.2, 255.4	(3),#	94 N 206 A 267 N 352 A
(1) "	BVOR	CMH	116.7		
" Port Columbus	AC(g)		278;121.1,257.8,126.18, 121.5,126.5,243.0,348.6	(2),#	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,255.4	(3), #	DME
" Arpt	AC(g)		278;119.5,126.18,121.5,257.8	(2),#	
" Wright-Patterson AFB	SBMRAZ-DTV	FFO	379; 121.5, 126.18,137.88 236.6, 243.0, 363.8	(1),#	16 A 82 N 212 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219		
Findlay	BMH-TV	FDY	209;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2, 126.7,255.4	(3),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7,122.2	(3),#,255.4	24 N 95 A 162 N 273 A
[redacted]	[redacted]	[redacted]	[redacted]		
" Express	AC(g)		263;119.3	(2),#	(0730-2330)
(1) Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2 ,255.4	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8	(2),#	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2	(3),#	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,126.7	(3),#,255.4	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
" Phillips	CI		388;118.5,126.18	(1)#,121.5,122.5	(0600-1800)
Enid, Vance AFB	MRLWZ	END	209		34 A 124 N 214 A 300 N
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7	(3),#,255.4	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.7		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7; 206	(3),#,255.4	
(1)Lawton	VOR	LAW	112.2 (Monitor, category (3) 2300-0600		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7;206	(3),#,255.4	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo)
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,255.4, 122.2	(3),#	75 N 180 A 271 N 344 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
(1)Oklahoma City	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 257.8,137.88	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
" "	RAPCON (Center)		119.3,120.5,121.1,137.88, 270.6,363.8 (req 126.18, 134.1,136.8,142.02,255.4, 236.6,275.8,379.4)	(2),#	Radar vectoring for training purposes only.
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2, 126.7	(3),#,255.4	
(1) "	BVOR	PNC	117.3		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2	(3),255.4	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 119.1,257.8	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4	(3),#,255.4	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,255.4, 122.2,126.7	(3), #	65 N 177 A 245 N 331 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5	(2),#	
"	VHF/DF			100-156 mc	
(1)Newberg INSACS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7;278	(3),#,255.4	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,255.4, 121.5,122.2	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5	(2),#	(0800-2400)
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,257.8,243.0	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7	(3),#,255.4	102 N 164 A 282 N 357 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)Redmond	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.9		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABL	320;V;122.2,126.7,	(3),255.4	60 A 105 N 240 A 299 N
(1) "	BVOR	ABL	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;119.3,121.5	(2),#	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2, 126.7	(3),#,255.4	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224		
Brookville	BH-TV	BKL	356;V;121.5,122.2,126.7	(3),#,255.4	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2, 126.7	(3),#,255.4	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4, 122.2	(3) ,#	104 N 194 A 298 N 7 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,257.8,121.5, 126.18	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown INSACS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,126.7	(3),#,255.4	
	MHW	JST	230		
Lancaster	MHW	LRP	326		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3	(2),#,126.18	
Philadelphia INSACS-N. Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2,255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7	(2),#	
Phillipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7	(3),#,255.4	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5	(2),#	
"Greater Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,257.8,236.6	(2),#	
	Center		118.9,120.1,120.9,255.4, 137.88,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Pittsburgh, Grtr Pittsburgh	VHF/DF		121.5,126.18,119.3 121.1,118.7	100-156 req	
" (Parkway)	MHW	GMM	302		
" (Union)	MHW	UNE	201		
Reading, General Spaatz Arpt.	AC(g)		281;126.18,119.1,121.5	(2),#	
"	VHF/DF			100-156 mc	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)West Chester INSACS-N. Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7, 122.2,255.4	(3)#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2	(3),#,255.4	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2 126.7	(3),#,255.4	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,236.6,243.	(1),#	61 A 132 N 236 A 331 N
RHODE ISLAND					
Charlestown ALF	HW	PY	404		
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2,121.5 255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18,257.8	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 135.9,233.8,142.74,243.0	(1), #	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	AND	114.3		DME
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3)	46 A 126 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
Columbia	SBRAZ-DTV	CAE	227;V;126.7 ,122.2, 255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18, 121.5	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7	(3),#,255.4	52 A 112 N 232 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18,257.8	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5,126.7	(3),#,255.4	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3,126.18,121.5	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Sumter, Shaw AFB	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,122.2	(3),#,255.4	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	112.5		
Edgemont	CI		278	(1)	(daylgt)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2	(3),#,255.4	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	221;V;121.5,126.7, 122.2,255.4	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.9		
Sioux Falls	SBRAZ-DTV	SUJ	245;V;121.5,122.2, 126.7,255.4	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	SUJ	117.3		DME
" Arpt	C(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7	(3),#,255.4	
TENNESSEE					
Bristol - - - - See Tri-City					
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,255.4, 122.2	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		
" Lovell	AC(g)		278;118.3,126.18,121.5	(2),#	
(3)Crossville	VORW-TV	CSV	113.4;V;121.5,122.2,126.7	(3),#,255.4	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2, 126.7	(3),#,255.4	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF				
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,255.4	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1, 126.18,257.8	(2),#	
"	Center		120.1,301.4	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	MRLZ	NQA	227;121.5,126.18,132.3, 142.74,2338,2366,2430	(1); #	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2, 255.4	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	SMRAWZ	SMV	347		50 A 114 N 230 A 300 N
Smyrna, Sewart AFB	MHW	SYM	391		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 121.5	(3),121.5, 255.4	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,122.2, 255.4	(3),#	71 N 181 A 248 N 001 A
(1) "	BVOR	ABI	113.7		DME
" Mun Arpt	AC(g)		278;119.5,126.18	(2),#	Apch ctl 07-23
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 122.2	(3),#,255.4	73 A 154 N 253 A 334 N
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,255.4, 122.2,301.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2	(3),255.4	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7, 122.2	(3),#,255.4	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5	(2),#	
(3)Big Bend	VORW	BGB	114.1		
Big Spring INSACS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	113.5		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8	(2),#	(Apch ctl avail. 0800-2400 daily)
Bryan INSACS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7, 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Chase (N)	MRLWZ	NIR	365;121.5,132.3,142.74 149.76,233.8,243.0,264.2	(1); #	58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	113.9;V;121.5,126.7, 122.2;206	(3),#,255.4	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Clint	HW	CNT	365		
(1) College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2 ,255.4	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18, 151.56,257.8,255.8	(2),#	(0700-2300)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,121.5, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8	(2),#	
" Cuddihy	CI		269;119.1	(2)	07-20 xcpt Tues
" NAS	MRLZ	NGP	248 [redacted]	(1) [redacted]	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7	(3),#,255.4	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2	(3),#,255.4	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7 ,255.4 122.2	(3), #	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5, 126.18,257.8,119.5	(2),#	
Del Rio Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8	(2),#	
"	Center		301.4,118.9,137.88	#	
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	117.2		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5,126.8,257.8	(2),#	
" Meacham	C(g)		272;118.3,121.5,126.18,257.8	(2),#	(0700-2300)
"	Center		120.3,120.9,301.4	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7, 122.2	(3),#,255.4	54 A 153 N 234 A 333 N
(1) "	VORW	GLS	112.8		
Grand Prairie	MHW	GPR	407		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	LLV	117.4;V;121.5,126.7, 122.2;257	(3),#,255.4	
(1)Guthrie	VORW	GTH	117.9		
Harlingen AFB	MH	HGF	308		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,255.4, 122.2,121.5,243.0	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	114.1		DME
" Arpt	AC(g)		278;118.1,118.7,121.5, 126.18,120.7,257.8,243.0	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	117.7;V;121.5,126.7,122.2	(3),#,255.4	
"	BMH	JCT	275		
Kelly INSACS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5, 122.2, 126.7, 255.4	(3),#	13 A 127 N 195 A 318 N
Killeen,Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	HW	NQI	356		
"	HW	NQ	518		
Laredo	SBRAZ-DTV	LRD	206;V;121.5,126.7, 122.2 ,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	BMRLZ-DTV	LBB	391;V;126.7,255.4, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,121.5,126.18	(2),#	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7	(3),#,255.4	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 255.4,126.7	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,122.2	(3),#,255.4	
(1) "	BVOR	MWL	114.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,122.2, 255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	117.4		DME
St. Francis	MHW	SFW	338		
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V; 121.5, 122.2, 126.7, 255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1,257.8	(2),#,126.18	
"	Center		120.1,120.5,137.88,301.4	#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
San Antonio	MRLWZ	RND	359		53 A 143 N 233 A 323 N
" Randolph AFB					
San Diego (N)	MHW	NK5	335		
San Marcos	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Gary AFB					
Sherman,	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Perrin AFB					
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Sweetwater	CI		396;121.5,126.18	(1)#	
Tyler	BMRLZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	5 A 95 N 185 A 275 N
" Pounds Fld	C(g)		272;119.1,243.0,257.8	(2), #	
Van Horn	HW	VHN	353		
Victoria-Foster AFB	MHW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,255.4 122.2	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18,257.8	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2	(3),255.4	24 A 106 N 204 A 361 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,126.18,121.5	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7, 255.4	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278	(3),255.4	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,122.2	(3),#,255.4	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise	SBMRAZ-DTV	ENP	341;V;121.5,122.2, 126.7	(3),#,255.4	18 A 110 N 200 A 290 N
INSACS-Cedar City					
Fairfield	MRLWZ	FFU	362		2 A 105 N 182 A 285 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278	(3),#,255.4	
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(1)Milford	*VORW	MLF	112.1		DME unmonitor
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2	(3),#,255.4	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2,255.4	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
Salt Lake City Arpt	AC(g)		278;118.3,119.5,126.18,121.5,2578	(2),#	
"	Center		120.3,301.4	#	
Wendover	SBRAZ-DTV	ENV	248;V;121.5,126.7, 122.2,255.4	(3),#	78 A 162 N 250 A 342 N
(1) "	BVOR	ENV	112.3		DME
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,	(3),#,255.4	50 A 140 N 230 A 320 N
VIRGINIA					
Arcola	SBRAZ-DTXV	ARV	233;126.7,122.2,121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
INSACS-Wash., D.C.					
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7	(3),#,255.4	64 A 178 N 272 A 358 N
Chincoteague	SBMRLZ	NKZ	227;121.5,126.18,135.0, 142.74,135.9,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
NAAS					
Danville	BMH-TV	DAN	344;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	VORW	DAN	113.3		DME
Dendron (A)	MHW	DED	248		
Eclipse (N)	HW	NGU	209		
(1)Flat Rock	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4	(3),#	DME
INSACS-Richmond					
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton,	SBMRAZ-DPT	LFI	221		102 A 177 N 282 A 352 N
Langley AFB					
(1)Herndon	*BVOR-DTV	HRN	114.0; 121.5, 122.2, 126.7	(3)-135.9, #	DME *test basis.
INSACS-Wash., D.C.					
(3)Lawrenceville	VORW	LVL	115.6		DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2	(3),255.4	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello	BVOR-DTV	MOL	116.1;V;121.5,122.2	(3), 255.4	DME
INSACS-Lynchburg					
Newport News	C(g)		317[redacted]121.5,121.3	(2); #	(0700-2300)
Patrick Henry					
Norfolk	SBMRLZ-DTV	ORF	239;V;126.7,122.2,255.4	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		278;121.1,137.88,121.5, 119.9,132.3,257.8,118.1, 120.7,126.5,263.0,348.6	(2),#	
" NAS, Chambers Fld	SBMRLZ	NGU	269;121.5,142.74, 243.0	(1); #	7 A 97 N 187 A 277 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 250.6,142.74,233.8, 243.0	(1); #	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7	(3),#,255.4	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9, 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2, 255.4	(3),#	38 N 124 A 183 N 303 A
"					
" Byrd	AC(g)		396;119.5,126.18,121.5	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;123.7,122.2	(3),255.4	72 A 169 N 243 A 349 N
"Woodrum	AC(g)		278;118.3,121.5	(2),#	
Springfield	*MHW	SRI	353		* test basis
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7	(3),#,255.4	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2	(3),#,255.4	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	MHW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5, 126.7;278	(3), #	DME
Moses Lake,Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
Pine City	MHW	PCD	314		
Port Angeles CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXPV	SEA	260;V;126.7,122.2 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 257.8	(2),#	
"	Center		120.3,132.3,301.4	#	
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.1,126.18, 121.5,257.8,119.9	(2),#	
WASHINGTON					
Seattle NAS	MRLZ	NEJ	212;121.5,126.18,142.74, 233.8,243.0,(132.3,135.9 on req)	(1);#,(132.3, 135.9 on req)	53 A 143 N 233 A 323 N
" "	HW	WN	532		
" "	HW	MWG	404		
Shelton	MRLWZ	SHN	371		44 A 140 N 224 A 320 N
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2 255.4,301.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	
Stampede Pass	V (Factual wea. only.)	SMP	278;122.8	(1);#,122.1	(0430-1930)
Tacoma, McChord AFB	SBMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,255.4, 126.7,122.2	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2, 126.7	(3),#,255.4	2 A 92 N 182 A 272 N
Whidbey Island NAS	MRLZ	NUW	353; 121.5, 132.3, 236.2, 243.0,	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2	(3),255.4	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,121.5	(3),#,255.4	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		DME (test)
" Kanawha	AC(g)		317;120.7,121.5,126.18	(1);#,122.5	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	281;V;121.5,122.2, 126.7,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,	(3),#,255.4	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7	(3),#,255.4	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7	(3),#,255.4	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7;215	(3),#,255.4	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR- TV	HLG	112.7;V;121.5,122.2,126.7	(3),#,255.4	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7 122.2	(3)# ,255.4	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2	#,122.1	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;121.5,126.7, 122.2	(3),#,255.4	
(1)Janesville	VORW	JVL	116.5		
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,126.7, 122.2	(3),#,255.4	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 255.4	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2,126.7, 255.4	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8	(2),#	
" "	VHF/DF			(100-156 req)	
" "	UHF/DF			257.8 (req)	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
Milwaukee	SBRAZ-DTV	MKE	242;V;126.7,122.2, 255.4	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	115.1		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 124.9,243.0,257.8	(2),#	
"	VHF/DF			(100-156 req)	
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7, 122.2	(3),#,255.4	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(0800-sunset) (On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7, 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.4		
(1)Cherokee INSACS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7, 255.4	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,122.2, 255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5,257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7,	(3),#,255.4	
Ft. Bridger	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	(3),#,	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7	(3),#,255.4	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River INSACS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7, 255.4	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WYOMING					
Sinclair INSACS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7, 255.4	(3),#	67 A 164 N 251 A 342 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7, 6567	(3);6567	96 A 164 N 269 A 336 N
"	AC(g)		272;126.18,118.3,121.5 243.0,257.8	(2),#	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#	0200-1000, 1400-2200Z
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2;6567,	#,122.1;6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7;6567,	121.5,122.1, 126.7;6567,	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft, 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --. -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airmen's Guide: "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

✓ CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be obtained from the Chief of Naval Operations (OP-532) Department of the Navy, Washington 25, D.C.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

✓ IFR POSITION REPORTS: To provide additional information to air traffic control for route of flight verification purposes, effective March 22, 1955, IFR position reports should include the following items: (1) Identification. (2) Position. (3) Time. (4) Altitude. (5) Type of flight plan. (6) ETA over next reporting point. (7) The name only of the next succeeding reporting point along the route of flight. (8) Remarks, when required. EXAMPLE: An aircraft operating along Victor Airway 30 between Pittsburgh and Minneapolis would make the following report when over Litchfield, Michigan: AIR FORCE SIX TWO ONE EIGHT FIVE OVER LITCHFIELD FIVE SIX AT EIGHT THOUSAND INSTRUMENT FLIGHT PLAN ESTIMATING PULLMAN ONE FOUR ONE EIGHT MILWAUKEE.

ATOMIC ENERGY COMMISSION CONDUCTING SERIES OF TESTS: Starting about mid-February 1955, the Atomic Energy Commission will conduct at its Nevada test site a series of atomic tests. The series will conform generally with those previously held in Nevada. Operators of highly sensitive airborne prospecting equipment should take special precautions and should communicate with U.S. Atomic Energy Commission, Division of Raw Materials offices in Denver and Grand Junction, Colorado or in Salt Lake City, Utah for specific information on location of areas of increased radioactivity after each test is announced in the local press.

(2-21-55)

✓CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AMENDMENTS: Effective 0001 EST, March 15, 1955, unless otherwise advised the following civil airways, control areas, control area extensions and control zones are amended as follows:

Part 600 - Amendment 50: Amendment 48 of Regulations of the Administrator, Part 600, designating certain civil airway alterations, was published in the Airman's Guide, dated January 11, 1955, and in the Federal Register on January 28, 1955. However, subsequent to the publication thereof it has been found necessary to redesignate certain of the civil airway designations, having an effective date of March 15, 1955, contained in that amendment. The resdesignations will also become effective 0001, EST., March 15, 1955 and are as follows:

CIVIL AIRWAYS: (1) VOR civil airway No. 6 (Oakland, Calif., to New York, N.Y.) is amended by changing the portion between the Naperville, Ill., omnirange station and the South Bend, Ind., omnirange station to read: "Naperville, Ill., omnirange station; South Bend Ind., omnirange station."

(2) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D.C.) is amended by changing the portion between the Naperville, Ill ., omnirange station and the Chicago Heights, Ill., omnirange station to read: "Naperville, Ill., omnirange station; intersection of the Naperville omnirange 090° true and the Chicago Heights, Ill., omnirange 342° true radials; Chicago Heights, Ill., omnirange station."

(3) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.) is amended by changing the portion between the Vandalia, Ill., omnirange station and the Terre Haute, Ind., omnirange station to read: "Vandalia, Ill., omnirange station, including a north alternate via the intersection of the St. Louis omnirange 032° true and the Vandalia omnirange 273° true radials; Terre Haute, Ind., omnirange station, including a north alternate via the intersection of the Vandalia omnirange 054° true and the Terre Haute omnirange 283° true radials

(4) VOR civil airway No. 14 (Roswell, N. Mex., to Boston, Mass.) is amended by changing the portion between the Vandalia, Ill., omnirng stn and the Terre Haute, Ind., omnirng stn to read: "Vandalia, Ill., omnirng stn, including a north alternate via the intersection of the St. Louis omnirng 032° true and the Vandalia omnirng 273° true rad., Terre Haute, Ind. omnirng stn, including a north alternate via the intersection of Vandalia omnirng 054°true and the Terre Haute omnirng 283°true radials.

(5) VOR civil airway No 47 (Louisville, Ky., to Detroit, Mich.) is amended by changing all after the Waterville, Ohio, omnirng stn to read: "Waterville, Ohio, omnirng stn; intersection of the Waterville omnirng 351° true rad and the Detroit Willow Run Arpt ILS lclzr 228° true course; Detroit, Mich., Willow Run Arpt ILS lclzr; to the point of intersection of the Detroit Willow Run Arpt lclzr 047°true course and the Salem, Mich. omnirng 098° true radial.

(6) VOR civil airway No. 53 (Charleston, S C. to Milwaukee, Wis.) is amended by changing all after the Chicago, Ill., Midway Airport terminal omnirange station; intersection of the Chicago Midway Airport terminal omnirange 325° true and the Naperville, Ill., omnirange 358° true radials; intersection of the Naperville omnirange 358° true and the Milwaukee omnirange 215° true radials; to the Milwaukee, Wis., omnirange station."

(7) VOR civil airway No. 126 (Chicago, Ill., to New York, N.Y.) is amended by changing all before the Goshen, Ind., omnirange station to read: "From the point of intersection of the Naperville, Ill., omnirange 090° true and the Chicago Heights omnirange 342° true radials via the Chicago Heights, Ill., omnirange station; Goshen, Ind., omnirange station."

(8) VOR civil airway No. 180 (Moline, Ill., to Dixon, Ill.) is revoked."

Part 601 - Amendment 50: Amendment 48 of Regulations of the Administrator, Part 601, designating certain control area, control zone and reporting point alterations, was published in the Airman's Guide dated January 11, 1955 and in the Federal Register on January 28, 1955. However, subsequent to the publication thereof it has been found necessary to redesignate certain of the control area designations, having an effective date of March 15, 1955, contained in that amendment. The redesignations will also become effective 0001, EST March 15, 1955 and are as follows:

CONTROL AREAS: (1) VOR civil airway No. 53 (Charleston, S. C., to Milwaukee, Wis.) is amended to read: "All of VOR civil airway No. 53 including west alternates."

(2) VOR civil airway No. 180 (Moline, Ill., to Dixon, Ill.) is revoked.

Part 600- Amendment No. 51: CIVIL AIRWAYS: (1) VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.) is amended to read: "From the Miami, Fla., omnirange station via the Fort Myers, Fla., omnirange station, including a west alternate via the intersection of the Miami omnirange 274° true and the Fort Myers omnirange 133° true radials; Lakeland, Fla., omnirange station, including an east alternate via the intersection of the Fort Myers omnirange 036° true and the Lakeland omnirange 162° ture radials; Cross City, Fla., omnirange station, including a west alternate from the Fort Myers omnirange station to the Cross City, omnirange station via the Tampa, Fla., omnirange station and the intersection of the Tampa, omnirange 013° true and the Cross City omnirange 150° true radials; Tallahassee, Fla., omnirange station, including a west alternate via the intersection of the Cross City omnirange 287° true and the Tallahassee omnirange 151° true radials; Marianna, Fla., omnirange station; intersection of the Marianna omnirange 333° true and the Montgomery omnirange 137° true radials; to the Montgomery, Ala., omnirange station, including a west alternate from the Marianna omnirange station to the Montgomery omnirange stn via the intersection of the Marianna omnirange 303° and the Montgomery omnirange 192° true radials. From the Birmingham, Ala., omnirange station, via the intersection of the Birmingham omnirange 358° true and the Muscle Shoals omnirange 129° true radials; Muscle Shoals, Ala., omnirange stn Graham, Tenn., omnirange station; Nashville, Tenn., omnirange station; intersection of the Nashville omnirange 343° true and the Evansville omnirange 145° true radials; Evansville, Ind., omnirange station; Terre Haute, Ind., omnirange station, including a west alternate; Lafayette, Ind., omnirange station, including a west alternate; Chicago Heights, Ill., omnirange station, including an east alternate; intersection of the Chicago Heights, omnirange 342° true and the Milwaukee, omnirange 179° true radials; Milwaukee, Wis., omnirange station; to the Green Bay, Wis., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB danger area (D-336) and the Tyndall AFB warning area (W-337), are excluded between sunset and sunrise."

(2) VOR civil airway No. 9 is amended by changing the caption to read: "(New Orleans, La., to Milwaukee, Wis.)", and by changing all after the Springfield, Ill., omnirange station to read: "Springfield, Ill., omnirange station, including a west alternate; Pontiac, Ill., omnirange station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; intersection of the Naperville omnirange 358° true and the Milwaukee omnirange 215° true radials; to the Milwaukee, Wis., omnirange station, including a west alternate from the Naperville omnirange station to the Milwaukee omnirange station via the intersection of the Naperville omnirange 338° true and the Milwaukee omnirange 125° true radials."

(3) VOR civil airway No. 10 (Pueblo, Colo., to New York, N.Y.) is amended to read: "That airspace over United States territory from the Pueblo, Colo., omnirange station via the Lamar, Colo., omnirange station, including a north alternate; Garden City, Kans., omnirange station, including a north alternate; Dodge City, Kans., omnirange station; Hutchinson, Kans., omnirange station, including a south alternate and also a north alternate via the intersection of the Dodge City omnirange 060° true and the Hutchinson omnirange 296° true radials; Emporia, Kans., omnirange station, including a north alternate; Kansas City, Mo., omnirange station, including a north alternate; Kirksville, Mo., omnirange station, including a south alternate via the intersection of the Kansas City omnirange 077° true and the Kirksville omnirange 225° true radials; Burlington, Iowa, omnirange station, including a south alternate Bradford, Ill., omnirange station, including a north alternate; intersection of the Bradford omnirange 048° true and the Naperville omnirange 254° true radials; Naperville, Ill., omnirange station; South Bend, Ind., omnirange station, including a north alternate from the Naperville omnirange station to the South Bend omnirange station via the intersection of the Naperville omnirange 064° true and the South Bend omnirange 287° true radials; Litchfield, Mich., omnirange station, including a north alternate; Carleton, Mich., omnirange station; to the Perry, Ohio, non directional radio beacon. From the Youngstown, Ohio omnirange station; Philippsburg, Pa., omnirange station; Selinsgrove, Pa., omnirange station; Allentown, Pa., omnirange station; to the Colts Neck, N.J., omnirange station."

(4) VOR civil airway No. 26 (Rapid City, S.Dak. to Cleveland, Ohio) is amended to read: "That airspace over United States territory from the Rapid City, S. Dak., omnirange station via the Philip, S. Dak., omnirange station, including a north alternate; Pierre, S. Dak., omnirange station, including a south alternate; Huron, S. Dak., omnirange station, including a south alternate; Redwood Falls, Minn., ominrange station, including a south alternate; Minneapolis, Minn., omnirange station, including a south alternate; Eau Claire, Wis., omnirange station, including a south alternate; Wausau, Wis., omnirange station, including a south alternate; Green Bay, Wis., omnirange station, including a south alternate; intersection of the Green Bay omnirange 125° true and the Muskegon omnirange 323° true radials; Muskegon, Mich., omnirange station; Lansing, Mich., omnirange station; Salem, Mich., omnirange station; intersection of the Salem omnirange 123° true and the Cleveland omnirange 330° true radials; to the Cleveland, Ohio omnirange station."

(5) VOR civil airway No. 42 (Detroit, Mich., to Washington, D.C.) is amended to read: "That airspace over United States territory from the Salem, Mich., omnirange station via the intersection of the Salem omnirange 098° true and the Cleveland omnirange 330° true radials; Cleveland, Ohio, omnirange station; intersection of the Cleveland omnirange 116° true and the Pittsburgh omnirange 311° true radials; Pittsburgh, Pa., omnirange station; Johnstown, Pa., omnirange station; Martinsburg, W. Va., omnirange station ; to the point of intersection of the Martinsburg omnirange 123° true and the Washington, D.C., terminal omnirange 319° true radials; to the Washington, D.C., terminal omnirange station. "

(6) VOR civil airway No. 50 (St. Joseph, Mo., to Indianapolis, Ind.) is amended to read: "From the St. Joseph, Mo., omnirange station via the Kirksville, Mo., omnirange station; Quincy, Ill., omnirange station, including a south alternate via the intersection of the Kirksville omnirange 121° true and the Quincy omnirange 258° true radials; Springfield, Ill., omnirange station; Terre Haute, Ind., omnirange station; to the intersection of the Terre Haute omnirange 082° true radial and the Indianapolis, Ind., Weir Cook Airport ILS localizer 225° true course."

(7) VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.) is amended to read: "From the Miami, Fla., omnirange station via the intersection of the Miami omnirange 060° true and the West Palm Beach omnirange 176° true radials; West Palm Beach, Fla., omnirange station; Vero Beach, Fla., omnirange station; Daytona Beach, Fla., omnirange station; Jacksonville, Fla., omnirange station; Alma, Ga., omnirange station, including a west alternate Macon, Ga., omnirange station; intersection of the Macon omnirange 330° true and the Atlanta omnirange 102° true radials; to the Atlanta, Ga., omnirange station, including a west alternate from the Alma omnirange station to the Atlanta omnirange station via the intersection of the Alma omnirange 305° true and the Atlanta omnirange 151° true radials. From

the Chattanooga, Tenn., omnirange station via the Crossville, Tenn., omnirange station; Louisville, Ky., omnirange station; intersection of the Louisville omnirange 356° true and the Indianapolis omnirange 137° true radials; Indianapolis, Ind., omnirange station ; Lafayette, Ind., omnirange station; Chicago Heights, Ill., omnirange station, including an east alternate; to the point of intersection of the Chicago Heights, Ill., omnirange 342°true and the Naperville, Ill., omnirange 090° true radials."

(8) VOR civil airway No. 57 (Graham, Tenn., to Chicago, Ill) is amended to read: "From the Graham, Tenn., omnirange station via the Bowling Green, Ky., omnirange station; Scotland, Ind., omnirange station; intersection of the Scotland omnirange 356° true and the Lafayette omnirange 186° true radials; Lafayette, Ind., omnirange station; to the Chicago Heights, Ill., omnirange station."

(9) VOR civil airway No. 63 (Springfield, Mo., to Milwaukee, Wis.) is amended to read: "From the Springfield, Mo., omnirange station via the Columbia, Mo., omnirange station; Quincy, Ill., omnirange station; Burlington, Iowa omnirange station; Moline, Ill., omnirange station; Janesville, Wis., omnirange station, including a west alternate; to the Milwaukee, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 047° true and the Milwaukee omnirange 286° true radials."

(10) VOR civil airway No. 69 (Walnut Ridge, Ark., to Chicago, Ill.) is amended to read: "From the Walnut Ridge, Ark., omnirange station to the Farmington, Mo., omnirange station From the Springfield, Ill., omnirange station via the Pontiac, Ill., omnirange station; Joliet, Ill.,omnirange station; to the Chicago, Ill., Midway Airport terminal omnirange station."

(11) VOR civil airway No. 72 (Vandalia, Ill., to Albany, N.Y.) is amended to read: "From the Vandalia, Ill., omnirange station via the Lafayette, Ind., omnirange station; to the point of intersection of the Lafayette omnirange 080° true and the Fort Wayne, Ind., omnirange 226° true radials. From the Findlay, Ohio omnirange station via the Cleveland, Ohio omnirange station; Youngstown, Ohio omnirange station; Bradford, Pa., omnirange station; Elmira, N.Y., omnirange station; Binghamton, N.Y., omnirange station; to the Albany, N.Y., omnirange station."

(12) VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.) is amended to read: "From the Bradford, Ill., omnirange station via the Joliet, Ill., omnirange station; to the Chicago, Ill., Midway Airport terminalomnirange station. From the Pullman, Mich., omnirange station via the Lansing, Mich., omnirange station; to the point of intersection of the Lansing omnirng 068° true and the Salem, Mich., omnirange 342° true radials."

(13) VOR civil airway No. 96 (Lafayette, Ind., to Detroit, Mich.) is amended to read: "From the Lafayette, Ind., omnirange station via the intersection of the Lafayette omnirng 080° true and the Fort Wayne omnirange 226° true radials; Fort Wayne, Ind., omnirange station; Waterville, Ohio, omnirange station; to the point of intersection of the Waterville omnirange 025° true and the Salem, Mich., omnirange 098° true radials."

(14) VOR civil airway No. 97 (Miami, Fla,, to Minneapolis, Minn.) is amended to read: "From the Miami, Fla., omnirange station via the Tampa, Fla., omnirange station; Tallahassee, Fla., omnirange station, including an east alternate from the Tampa omnirange station to the Tallahassee omnirange station via the intersection of the Tampa omnirange 332° true and the Cross City omnirange 182° true radials, the Cross City, Fla., omnirange station and the intersection of the Cross City omnirange 287° true and the Tallahssee omnirange 151° true radials; Albany, Ga., omnirange station; Atlanta, Ga., omnirange station; Knoxville, Tenn., omnirange station; Lexington, Ky., omnirange station; Cincinnati, Ohio, omnirange station; Indianapolis, Ind., omnirange station, including an east and a west alternate; intersection of the Indianapolis omnirange 342° true and the Chicago Heights omnirange 140° true radials; Chicago Heights, Ill., omnirange station; intersection of the Chicago Heights omnirange 342° true and the Janesville omnirange 112° true radials; Janesville, Wis., omnirange station; Lone Rock, Wis., omnirange station, including a west alternate via the intersection of the Janesville omnirange 278° true and the Lone Rock omnirange 161° true radials; La Crosse, Wis., omnirange station; to the Minneapolis, Minn., omnirange station. The portions of this airway above 19,000 feet above mean sea level, which lie within the Tyndall AFB danger area (D-336) and the Tyndall AFB warning area (W-337) are excluded between sunset and sunrise."

(15) VOR civil airway No. 98 (Fort Wayne, Ind., to Elmira, N.Y.) is amended to read: "From the Fort Wayne, Ind., omnirange station via the Carleton, Mich., omnirange station; intersection of the Carleton omnirange 076° true and the Erie omnirange 280° true radials; Erie, Pa., omnirange station; to the Elmira, Pa., omnirange station."

(16) VOR civil airway No. 115 (Crestview, Fla., to Chattanooga, Tenn.) is amended to read: "From the Crestview, Fla., omnirange station to the Montgomery, Ala , omnirange station. From the Birmingham, Ala., omnirange station to the Chattanooga, Tenn., omnirange station."

(17) VOR civil airway No. 116(Kansas City, Mo., to New York, N.Y.) is amended to read: "From the Kansas City, Mo., omnirange station via the Quincy, Ill., omnirange station; Peoria, Ill., radio range station; Joliet, Ill., omnirange station; Naperville, Ill., omnirange station; Pullman, Mich., omnirange station; Salem, Mich., omnirange station; Erie, Pa., omnirange station; Bradford, Pa., omnirange station; Wilkes-Barre-Scranton, Pa., omnirange station; to the point of intersection of the Wilkes-Barre-Scranton omnirange 117° true and the Wilton, Conn., omnirange 240° true radials."

(18) VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.) is amended to read: "That airspace over United States territory from the Parkersburg, W. Va., omnirange station via the Mansfield, Ohio, omnirange station; intersection of the Mansfield, omnirange 345° true and the Salem omnirange 140° true radials; Salem, Mich., omnirange station; to the point of intersection of the Salem omnirange 342° true and the Lansing, Mich., omnirange 068° true radials."

(19) VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.) is added to read: "From the Louisville, Ky., omnirange station via the Scotland, Ind., omnirange station; Terre Haute, Ind., omnirange station; Peotone, Ill., omnirange station; Joliet, Ill., omnirange station; intersection of the Joliet omnirange 316° true and the Janesville omnirange 166° true radials; Janesville, Wis., omnirange station; to the point of intersection of the Janesville omnirange 331° true and the Lone Rock omnirange 104° true radials."

(20) VOR civil airway No. 172 (Iowa City, Iowa to Chicago, Ill.) is added to read: "From the Iowa City, Iowa, omnirange station via the Moline, Ill., omnirange station; Polo, Ill., omnirange station, including a north alternate from the Iowa City omnirange station to the Polo omnirange station via the intersection of the Iowa City omnirange 063° true and the Polo omnirange 259° true radials; intersection of the Polo omnirange 085° true and the Chicago Midway Airport terminal omnirange 294° true radials; to the Chicago, Ill., Midway Airport terminal omnirange station."

(21) VOR civil airway No. 175 (Vichy, Mo., to Columbia, Mo.) is added to read: "From the Vichy, Mo., omnirange station via the intersection of the Vichy omnirange 321° true and the Columbia omnirange 209° true radials; to the Columbia, Mo., omnirange station."

(22) VOR civil airway No. 177 (Chicago, Ill., to Janesville, Wis.) is added to read: "From the Naperville, Ill , omnirange station via the intersection of the Naperville omnirange 338° true and the Janesville omnirange 122° true radials; to the Janesville, Wis., omnirange statio

(23) VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.) is added to read: "From the Santa Barbara, Calif., omnirange station to the Bakersfield, Calif., omnirange station."

(24) VOR civil airway No. 185 (unassigned).

(25) VOR civil airway No. 186 (unassigned).

(26) VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.) is added to read: "From the point of intersection of the Naperville, Ill., omnirange 064° true and the Chicago Heights, Ill., omnirange 009° true radials via the intersection of the Chicago Heights omnirange 009° true and the Milwaukee omnirange 117° true radials; to the Milwaukee, Wis., omnirange station."

(27) Blue civil airway No. 19 is amended by changing caption to read: (Key West, Fla., to Orlando, Fla.) and further amended to read: "From the Key West, Fla., radio range station via the Miami, Fla., radio range station; the intersection of the north course of the Miami, Fla., radio range and the west course of the West Palm Beach, Fla., radio range excluding the portions which overlap Restricted Areas (R-170) and (R-169); Melbourne, Fla., radio range station to the Orlando, Fla., radio range station." (Note: Miami, Fla., control area extension No. 1231 revoked, Caution area C-172 and Warning Area W-173 amended to delete the portions which conflict with Blue 19).

Part 601 - Amendment No. 51: CONTROL AREAS: (1) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.) is amended to read: All of VOR civil airway No. 7 including east and west alternates, but excluding all that airspace below 2000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its west alternate between the Marianna, Fla., omnirange station and the Montgomery, Ala., omnirange station."

(2) VOR civil airway No. 9 (New Orleans, La., to Milwaukee, Wis.) is amended to read: "All of VOR civil airway No. 9 including an east alternate and west alternates."

(3) VOR civil airway No. 11 (Houston, Tex., to Detroit, Mich.) is amended to read: "All of VOR civil airway No. 11 including east and west alternates, but excluding the airspace between the main airway and its west alternate extending from the Fort Wayne, Ind., omnirange station to the Salem, Mich., omnirange station."

(4) VOR civil airway No. 26 (Rapid City, S. Dak., to Cleveland, Ohio) is amended to read: "All of VOR civil airway No. 26, including north and south alternates."

(5) VOR civil airway No. 42 (Detroit, Mich., to Washington,D.C.) is amended to read: "All of VOR civil airway No. 42."

(6) VOR civil airway No. 50 (St. Joseph, Mo., to Indianapolis, Ind.(is amended to read: "All of VOR civil airway No. 50, including a south alternate."

(7) VOR civil airway No. 51 (Miami, Fla., to Chicago, Ill.) is amended to read: "All of VOR civil airway No. 51 including an east and west alternates."

(8) VOR civil airway No. 57 (Graham, Tenn., to Chicago, Ill.) is amended to read: "All of VOR civil airway No. 57."

(9) VOR civil airway No. 63 (Springfield, Mo., to Milwaukee, Wis.) is amended to read: "All of VOR civil airway No. 63 including west alternates."

(10) VOR civil airway No. 69 (Walnut Ridge, Ark., to Chicago, Ill.) is amended to read: "All of VOR civil airway No. 69."

(11) VOR civil airway No. 72 (Vandalia, Ill., to Albany, N.Y.) is amended to read: "All of VOR civil airway No. 72."

(12) VOR civil airway No. 84 (Bradford, Ill., to Flint, Mich.) is amended to read: "All of VOR civil airway No. 84."

(13) VOR civil airway No. 96 (Lafayette, Ind., to Detroit, Mich.) is amended to read: "All of VOR civil airway No. 96."

(14) VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.) is amended to read: "All of VOR civil airway No. 97, including east and west alternates, but excluding all the airspace below 2000 feet above mean sea level which lies beyond the continental limits of the United States and also excluding the airspace between the main airway and its east alternate between the Tampa, Fla., omnirange station and the Tallahassee, Fla., omnirange station."

(15) VOR civil airway No. 98 (Fort Wayne, Ind., to Elmira, N.Y.) is amended to read: "All of VOR civil airway No. 98."

(16) VOR civil airway No. 115 (Crestview, Fla., to Chattanooga, Tenn.) is amended to read: "All of VOR civil airway No. 115."

(17) VOR civil airway No. 116 (Kansas City, Mo., to New York, N.Y.) is amended to read: "All of VOR civil airway No. 116."

(18) VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich) is amended to read: "All of VOR civil airway No. 133."

(19) VOR civil airway No. 171 (Louisville, Ky., to Madison, Wis.) is added to read: "All of VOR civil airway No. 171."

(20) VOR civil airway No. 172 (Iowa City, Iowa to Chicago, Ill.) is added to read: "All of VOR civil airway No. 172 including a north alternate."

(21) VOR civil airway No. 175 (Vichy, Mo., Columbia, Mo.) is added to read: " All of VOR civil airway No. 175."

(22) VOR civil airway No. 177 (Chicago, Ill., to Janesville, Wis.) is added to read: "All of VOR civil airway No. 177."

(23) VOR civil airway No. 183 (Santa Barbara, Calif., to Bakersfield, Calif.) is added to read: "All of VOR civil airway No. 183".

(24) VOR civil airway No. 185 is added to read: (unassigned).

(25) VOR civil airway No. 186 is added to read: (unassigned).

(26) VOR civil airway No. 187 (Chicago, Ill., to Milwaukee, Wis.) is added to read: "All of VOR civil airway No. 187."

Part 601 - Amendment No. 51: CONTROL AREA EXTENSIONS: (1) (Corpus Christi, Tex.) is amended by deleting the portion which reads: "and the airspace within 6 statute miles either side of the northwest course of the Beeville, Tex., radio range extending from the radio range station to a point 25 statute miles northwest." and by adding the following in lieu thereof: "and the airspace within the arc of a circle of 29 statute miles radius centered on the Normanna, Tex., non directional radio beacon bounded on the southwest by Blue civil airway No. 30 and on the east by a line extending from a point at latitude 28°54'30", longitude 97°33'40" to a point at latitude 28°38'00", longitude 97°38'30"."

(2) (Victorville, Calif.) is amended by adding the following at present control area extension "excluding the portion which overlaps Restricted Area (R-279)."

(3) Edwards Air Force Base, Calif.) is amended by changing the words which read: "excluding the portions which overlap danger areas."" to read: "excluding the portions which overlap Restricted Area (R-279) and excluding the portion above 20,000 feet MSL which conflicts with Restricted Area (R-484) "

(4) (New Orleans control area extension No. 1216)is amended to read: "All that airspace from the United States shoreline to the New Orleans Oceanic Control Area bounded on the north by a direct line from the Callender, La., non directional radio beacon to a point coinciding with the northernmost limit of the New Orleans Oceanic Control Area at latitude 29° 25'00", longitude 87°00'00", on the southeast and south by the New Orleans Oceanic Control Area, on the west by longitude 90°15'00" and on the northwest by the New Orleans domestic control area extension, excluding the portion below 2500 feet between the U. S. shoreline and the New Orleans Oceanic Control Area."

(5) (New Orleans, La., control area extension No. 1217) is revoked. (Note: Area covered in No. 1216 above).

(6) (New Orleans, La.control area extension No. 1218) is revoked. (Note: Area covered in No. 1216 above).

(7) (Tri-City, Tenn.) is amended by adding the following portion to present control area extension: "and that airspace within a 30 statute mile radius of the Tri-City radio range station lying in the west quadrant of the radio range bounded on the southeast by Green 5 and on the northeast by VOR civil airway No. 53."

(8) (Miami, Fla.) is revoked.

(9) (Amarillo, Tex.) is amended to read: "All that airspace within a 50 statute mile radius of the Amarillo radio range station."

(10) (Shreveport, La.) is amended to read: "All that airspace within a 40 nautical mile radius of the Barksdale Air Force Base, Shreveport, La., and the airspace between the Shreveport, La., Texarkana, Ark., and Dallas, Tex., radio range stations bounded on the east by Blue civil airway No. 13, on the northwest by Green civil airway No. 5 and on the south by Red civil airway No. 10."

(11) (Falmouth, Mass.) is amended by adding the following portion to present control area extension: "and that airspace within a 10 statute mile radius of Otis Air Force Base and and within 5 statute miles either side of a line bearing 42° true extending from the Otis AFB to the Western boundaries of Restricted Area (R-27) and Warning Area (W-21) excluding the portion which overlaps Restricted Area (R-14)."

(12) (Lafayette, La.) is amended by adding the following to present control area extension: " and the airspace east of Lafayette bounded on the northwest by Red civil airway No. 96, on the northeast by VOR civil airway No. 114 and on the south by Green civil airway No. 6."

(13) (Greenville, Miss.) is amended to read: "that airspace within a 25 statute mile radius of the Greenville, Miss., AFB nondirectional radio beacon."

(14) (Chattanooga, Tenn.) is added to read: "that airspace within a 25 statute mile radius of the Chattanooga radio range station lying in the south quadrant of the radio range."

(15) (Manchester, N.H.) is added to read: "that airspace within a 10 statute mile radius of Grenier Air Force Base, Manchester, N.H., excluding the portion which overlaps Restricted Area (R-48)."

(16) (Victoria, Tex.) is added to read: " that airspace within a 25 statute mile radius of Foster Air Force Base, Victoria, Tex., including the airspace south of the Air Force Base bounded on the southwest by the Corpus Christi, Tex., control area extension and on the southeast by VOR civil airway No. 20."

CONTROL ZONES: (1) Edwards Air Force Base, Calif., control zones is revoked.

(2) (Manchester, N.H.) is amended to read: "Within a 5 statute miles radius of Grenier Air Force Base and within 2 statute miles either side of lines bearing 337° true and 157° true from the Manchester non directional radio beacon extending from the 5 statute mile radius zone to a point 10 statute miles southeast of the non directional radio beacon."

(3) (Victoria, Tex.) is added to read: "within a 5 statute mile radius of Foster Air Force Base, Victoria, Tex., within 1 statute mile either side of a direct line extending from Foster AFB to and including a 5 statute mile radius of Victoria County Airport and within 2 statute miles either side of a line extending from Foster AFB through the Foster AFB non directional radio beacon to a point 2 statute miles northwest of the non directional radio beacon."

✓ NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-holding patterns are cancelled.

(1) KNOXVILLE, TENN. LFR - this pattern is presently depicted as holding north with left turns.

(2) INSKIP FM (North course Knoxville, Tenn., LFR) - this pattern is presently depicted as holding north with left turns.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 9, No. 24, dated February 8, 1955 on request reporting points effective March 15, 1955 as follows:

(1) Page 4 - Item 5 - Correct Tilburg, Ontario, Canada Intsxn to read: Tilbury, Ontario, Canada intsxn.

Page 4 - Item 9 - Correct the intersection of the 081° magnetic radial of the Carleton, Mich., omnirange to read: the intersection of the 101° magnetic radial of the Carleton, Mich. omnirange.

Page 4 - Item 11 - Correct omnirange and the 081° magnetic radial of the Carleton, Mich omnirange to read: omnirange and the 101° magnetic radial of the Carleton, Mich. omnirange.

Page 4 - Item 28 - Correct Gary, Ind., Intsxn to read: Hobart Intsxn.

Page 4 - Item 31 - Correct Papi, Mich. Intsxn to read: the intersection of the 062° magnetic radial of the Naperville, Illinois, omnirange and the 007° magnetic radial of the Chicago Heights, Illinois omnirange.

Page 4 - Item 36 - Argyle, Wis., Intsxn - omnirange radial direct to the Dixon, Ill, omnirange to read: omnirange radial direct to the Polo, Illinois omnirange.

Page 4 - Item 38 - Thomaston to read Thomson, Ill., Intsxn. and correct portion omnirange and the 256° magnetic radial of the Dixon, Ill., omnirange to read: omnirange and the 266° magnetic radial of the Polo, Illinois omnirange.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated Mary 25, 1954 as follows:

(1) Page 22 - under Massachusetts change Worcester CAA telephone to read: PLeasant 5-6083.

(2) Page 22 - under Indiana change South Bend telephone numbers by adding CEntral to 3-6001 and 3-4433.

(3) Page 26 - under South Bend, Indiana correct telephone number by adding CEntral to 4-8720.

(4) Page 24 - under Texas correct Brownsville CAA telephone by adding LIncoln to-6-6421.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimun en route IFR altitudes are amended as follows effective March 15, 1955.

From	To	Min. Alt.
(1) Green Civil Airway No. 5, is amended to read in part:		
Palo Pinto (Int), Tex.	Mineral Wells, Tex. (LF/Rbn)	2,400
(2) Amber Civil Airway No. 2, is amended to read in part:		
Beetles, Alaska (LFR)	*Umiat, Alaska (LF/Rbn)	9,800
*5,000' - Minimum crossing altitude at Umiat (LF/Rbn), S-bound		
(3) Amber Civil Airway No. 2, is amended by adding:		
Umiat, Alaska (LF/Rbn)	Point Barrow, Alaska (LF/Rbn)	3,000
(4) Amber Civil Airway No. 13, is added to read:		
Riverdale, Md. (LF/Rbn)	Baltimore, Md. (LFR)	1,500
Baltimore, Md. (LFR)	Int. N crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	2,000
Int. N crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	Philadelphia, Pa. (LFR)	1,800
Philadelphia, Pa (LFR)	N. Philadelphia, Pa. (LFR)	1,800
N. Philadelphia, Pa. (LFR)	Newark, N. J. (LFR)	1,500
(5) Amber Civil Airway No. 14, is added to read:		
Riverdale, Md. (LF/Rbn)	Ellicott City (INT), Md.	2,000
Ellicott City (INT), Md.	Westminister (INT), Md.	2,000
Westminister (INT), Md.	Lancaster, Pa. (LFR/Rbn)	2,000
Lancaster, Pa. (LFR/Rbn)	Willow Grove, Pa. (LFR)	2,500
Willow Grove, Pa. (LFR)	Belle Mead (INT), N. J.	1,700
Belle Mead (INT), N. J.	Chatham, N. J. (LF/Rbn)	2,000
(6) Amber Civil Airway No. 15 is added to read:		
Riverdale, Md. (LF/Rbn)	Baltimore, Md. (LFR)	1,500
Baltimore, Md. (LFR)	Int. E crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	2,000
Int. N crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	Philadelphia, Pa. (LFR)	1,800
Philadelphia, Pa. (LFR)	Mt. Holly (INT), N. J.	1,800
Mt. Holly (INT), N. J.	Freehold (INT) N. J.	1,500
Freehold (INT), N. J.	Idlewild, N. Y. (LFR)	1,500
(7) Amber Civil Airway No. 19, is added to read:		
Riverdale, Md. (LF/Rbn)	Baltimore, Md. (LFR)	1,500
Baltimore, Md. (LFR)	Int. N crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	2,000
Int. N crs. Baltimore, Md. (LFR) & SW crs. Philadelphia, Pa. (LFR)	Philadelphia, Pa. (LFR)	1,800
Philadelphia, Pa. (LFR)	Mt. Holly (INT), N. J.	1,800
Mt. Holly (INT), N. J.	Freehold (INT), N. J.	1,500
Freehold (INT), N. J.	Flatbush (INT), N. Y.	1,500
Flatbush (INT), N. Y.	LaGuardia, N. Y. (LFR)	2,500
(8) Red Civil Airway No. 2, is amended to delete:		
Whitehall, Mont. (LFR)	Bozeman, Mont. (LFR)	9,000
(9) Red Civil Airway No. 12, is amended to delete:		
Int. N crs. Peoria, Ill. (LFR) & SW crs. Joliet, Ill. (LFR)	Joliet, Ill. (LFR)	2,000
(10) Red Civil Airway No. 12, is amended to read in part:		
Joliet, Ill. (LFR)	South Bend, Ind. (LFR)	2,000
South Bend, Ind. (LFR)	Union (INT), Mich.	2,000
Union (INT), Mich.	*Manchester (INT), Mich.	2,400
*2,300' - Minimum crossing altitude at Manchester (INT), W-bound		
Manchester (INT), Mich.	Detroit, Mich. (LFR)	2,000
(11) Blue Civil Airway No. 2, is amended to read in part:		
Int. SE crs. Craig AFB, Ala. (LFR) & N crs. Crestview, Fla. (LFR)	Greenville (INT), Ala.	1,800
(12) Blue Civil Airway No. 6, is amended to delete:		
Peoria, Ill. (LFR)	Bradford (INT), Ill.	2,000
(13) Blue Civil Airway No. 19, is amended by adding:		
Key West, Fla. (LFR)	Miami, Fla. (LFR)	1,400
(14) Blue Civil Airway No. 70, is amended to read in part:		
Mineral Wells, Tex. (LF/Rbn)	Alvord (INT), Tex.	2,500
Alvord (INT), Tex.	Ardmore, Okla. (LF/Rbn)	2,600
(15) VOR Civil Airway No. 2, is amended to delete:		
Lansing, Mich. (VOR) Via N alter.	*Howell (INT), Mich. Via N alter.	2,900
*Howell (INT), Mich. Via N alter.	Detroit, Mich. (VOR) Via N alter.	2,500
*2,900' - Minimum crossing altitude at Howell (INT), W-bound		
Lansing, Mich. (VOR)	Detroit, Mich. (VOR)	2,900
(16) VOR Civil Airway No. 2, is amended by adding:		
Lansing, Mich. (VOR)	Salem, Mich. (VOR)	2,900
(17) VOR Civil Airway No. 3, is amended to delete:		
Lumberton, N. C. (VOR) Via E alter.	Raleigh, N. C. (VOR) Via E alter.	2,100
(18) VOR Civil Airway No. 6, is amended to delete:		
Allentown, Pa. (VOR)	Summitt (INT), N. J.	2,500
(19) VOR Civil Airway No. 6, is amended by adding:		
Allentown, Pa. (VOR)	Belle Mead (INT), N. J.	2,500
Belle Mead (INT), N. J.	New Brunswick (INT), N. J.	2,000
New Brunswick (INT), N. J.	Colts Neck, N. J. (VOR)	1,500
(20) VOR Civil Airway No. 6, is amended to read in part:		
Naperville, Ill. (VOR)	South Bend, Ind. (VOR)	2,300
South Bend, Ind. (VOR)	*Elmira (INT), Ohio	**4,000
*4,000' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
Elmira (INT), Ohio	Waterville, Ohio (VOR)	2,000
(21) VOR Civil Airway No. 7, is amended to delete:		
Lafayette, Ind. (VOR) Via W alter.	Chicago Heights, Ill. (VOR) Via W alter.	2,000
(22) VOR Civil Airway No. 7, is amended to read in part:		
Fort Myers, Fla. (VOR)	*Arcadia (INT), Fla.	**2,000
*Arcadia (INT), Fla.	Lakeland, Fla. (VOR)	**2,000
*5,000' - Minimum reception altitude		
**1,300' - Minimum terrain clearance altitude		
Fort Myers, Fla. (VOR) Via E alter.	*La Belle (INT), Fla. Via E alter.	1,300
*La Belle (INT), Fla. Via E alter.	Lakeland, Fla. (VOR) Via E alter.	**6,000
*6,000' - Minimum reception altitude		
**1,300' - Minimum terrain clearance altitude		
Fort Myers, Fla. (VOR) Via W alter.	Tampa, Fla. (VOR) Via W alter.	1,500
Lakeland, Fla. (VOR)	Cross City, Fla. (VOR)	*2,000
*1,300' - Minimum terrain clearance altitude		
Tampa, Fla. (VOR) Via W alter.	*Homo (INT), Fla. Via W alter.	**1,500
*2,000' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
*Homo (INT), Fla. Via W alter.	Cross City, Fla. (VOR) Via W alter.	**2,000
*2,000' - Minimum reception altitude		
**1,300' - Minimum terrain clearance altitude		
Cross City, Fla. (VOR)	Tallahassee, Fla. (VOR)	1,400
Cross City, Fla. (VOR) Via W alter.	Tallahassee, Fla. (VOR) Via W alter.	*2,000
*1,400' - Minimum terrain clearance altitude		
(23) VOR Civil Airway No. 7, is amended by adding:		
Birmingham, Ala. (VOR)	Muscle Shoals, Ala. (VOR)	2,500
Muscle Shoals, Ala. (VOR)	Graham, Tenn. (VOR)	2,500
Graham, Tenn. (VOR)	Nashville, Tenn. (VOR)	2,500
(24) VOR Civil Airway No. 8, is amended to read in part:		
Akron, Colo. (VOR) Via S alter.	Imperial, Nebr. (VOR) Via S alter.	5,600
Moline, Ill. (VOR)	Naperville, Ill. (VOR)	2,100
Naperville, Ill. (VOR)	City (INT), Ill.	2,300
Chicago Heights, Ill. (VOR)	Goshen, Ind. (VOR)	2,100
(25) VOR Civil Airway No. 8, is amended by adding:		
Dawsonville (INT.), Va.	Washington, D. C. (TVOR)	2,000
(26) VOR Civil Airway No. 9, is amended to read in part:		
Springfield, Ill. (VOR)	Pontiac, Ill. (VOR)	*2,500
*2,300' - Minimum terrain clearance altitude		
Pontiac, Ill. (VOR)	Joliet, Ill. (VOR)	2,000
Joliet, Ill. (VOR)	Naperville, Ill. (VOR)	2,000
(27) VOR Civil Airway No. 9, is amended by adding:		
Naperville, Ill. (VOR)	Barrington (INT), Wis.	2,500
Barrington (INT), Wis.	Wheatland (INT), Wis.	2,200
Wheatland (INT), Wis.	Milwaukee, Wis. (VOR)	2,000
Naperville, Ill. (VOR) Via W alter.	Woodstock (INT), Wis. Via W alter.	2,200

(2-21-55)

From	To	Min Alt.
Woodstock (INT), Wis.	Wheatland (INT), Wis.	
Via W alter.	Via W alter.	2,200
Wheatland (INT), Wis.	Milwaukee, Wis. (VOR)	
Via W alter	Via W alter.	2,000
(28) VOR Civil Airway No. 10, is amended to read in part:		
Bradford, Ill. (VOR)	Naperville, Ill. (VOR)	2,000
Naperville, Ill. (VOR)	South Bend, Ind. (VOR)	2,300
Via N alter.	Via N alter.	2,300
(29) VOR Civil Airway No. 10, is amended by adding:		
Litchfield, Mich. (VOR)	Milan (INT), Mich.	2,400
Milan (INT), Mich.	Carleton, Mich. (VOR)	2,000
Carleton, Mich. (VOR)	Detroit River (INT), Mich.	2,000
Detroit River (INT), Mich.	*Pelee (INT), Ont., Canada	**#2,500
*2,500' - Minimum reception altitude		
**2,000' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
*Pelee (INT), Ont., Canada	Perry, Ohio (LF/Rbn)	*#9,000
*2,500' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
Youngstown, Ohio (VOR)	*Mercer (INT), Pa.	2,600
*4,000' - Minimum reception altitude		
Mercer (INT), Pa.	*Brookville (INT), Pa.	4,000
*4,000' - Minimum reception altitude		
Brookville (INT), Pa.	Philipsburg, Pa. (VOR)	4,000
(30) VOR Civil Airway No. 11, is amended by adding:		
Scotland, Ind. (VOR)	*Cloverdale (INT), Ind.	
Via W alter.	Via W alter.	2,800
*Cloverdale (INT), Ind.	Indianapolis, Ind. (VOR)	
Via W alter.	Via W alter.	2,200
*2,800' - Minimum crossing altitude at Cloverdale (INT), S-bound		
Scotland, Ind. (VOR)	*Paragon (INT), Ind.	
Via E alter.	Via E alter.	**3,000
*3,000' - Minimum reception altitude		
**2,200' - Minimum terrain clearance altitude		
*Paragon, (INT), Ind.	Indianapolis, Ind.	
Via E alter.	Via E alter.	2,200
*3,000' - Minimum reception altitude		
Fort Wayne, Ind. (VOR)	Litchfield, Mich. (VOR)	
Via W alter.	Via W alter.	2,700
Litchfield, Mich. (VOR)	Wolf Lake (INT), Mich.	
Via W alter.	Via W alter.	2,300
Wolf Lake (INT), Mich.	Salem, Mich. (VOR)	
Via W alter.	Via W alter.	2,300
(31) VOR Civil Airway No. 11, is amended to read in part:		
Fort Wayne, Ind. (VOR)	Edgerton (INT), Ind.	2,600
Edgerton (INT), Ind.	Hudson (INT), Mich.	*4,000
*2,100' - Minimum terrain clearance altitude		
Hudson (INT), Mich.	Tipton (INT), Mich.	*2,300
*2,100' - Minimum terrain clearance altitude		
Tipton (INT), Mich.	Bridgewater (INT), Mich.	2,300
Bridgewater (INT), Mich.	Salem,Mich. (VOR)	2,300
(32) VOR Civil Airway No. 12, is amended to read in part:		
St. Louis, Mo. (VOR)	*Fidelity (INT), Ill.	
Via N alter.	Via N alter.	2,000
*Fidelity (INT), Ill.	Vandalia, Ill. (VOR)	
Via N alter.	Via N alter.	2,000
*3,000' - Minimum reception altitude		
Vandalia, Ill. (VOR)	*Union Center (INT), Ill.	2,000
*Union Center (INT), Ill.	Terre Haute, Ind. (VOR)	2,000
*2,400' - Minimum reception altitude		
Indianapolis, Ind.	*Castleton (INT), Ind.	
Via N alter.	Via N alter.	2,800
*Castleton, (INT), Ind.	Dayton, Ohio (VOR)	
Via N alter.	Via N alter.	2,500
*2,800' - Minimum crossing altitude at Castleton (INT), W-bound		
Vandalia, Ill. (VOR)	Terre Haute, Ind. (VOR)	
Via N alter.	Via N alter.	2,200
(33) VOR Civil Airway No. 12, is amended to delete:		
Harrisburg, Pa. (VOR)	West Chester, Pa. (VOR)	
Via N alter.	Via N alter.	2,500

From	To	Min Alt.
(34) VOR Civil Airway No. 12, is amended by adding:		
Terre Haute, Ind. (VOR)	Cloverdale (INT), Ind.	
Via S alter.	Via S alter.	2,300
Cloverdale (INT), Ind.	Indianapolis, Ind. (VOR)	
Via S alter.	Via S alter.	2,200
(35) VOR Civil Airway No. 14, is amended to read in part:		
St. Louis, Mo. (VOR)	*Fidelity (INT), Ill.	
Via N alter.	Via N alter.	2,000
*Fidelity (INT), Ill.	Vandalia, Ill. (VOR)	
Via N alter.	Via N alter.	2,000
*3,000' - Minmum reception altitude		
Vandalia, Ill. (VOR)	Terre Haute, Ind. (VOR)	
Via N alter.	Via N alter.	2,200
Indianapolis, Ind. (VOR)	Wabash (INT), Ind.	*4,300
*2,800'- Minimum terrain clearance altitude		
Wabash (INT), Ind.	Findlay, Ohio (VOR)	2,200
(36) VOR Civil Airway No. 14, is amended to delete:		
Terre Haute, Ind. (VOR)	Indianapolis, Ind. (VOR)	
Via N alter.	Via N alter.	2,200
(37) VOR Civil Airway No. 14, is amended by adding:		
Terre Haute, Ind. (VOR)	Cloverdale (INT), Ind.	
Vis S alter.	Via S alter.	2,300
Cloverdale (INT), Ind.	Indianapolis, Ind. (VOR)	
Vis S alter.	Via S alter.	2,200
(38) VOR Civil Airway No. 17, is amended to read in part:		
Waco, Tex. (VOR)	*Riovista (INT), Tex.	2,000
*Riovista (INT), Tex.	Fort Worth, Tex. (VOR)	2,100
*3,000' - Minimum reception altitude		
(39) VOR Civil Airway No. 20, is amended to read in part:		
Evergreen, Ala. (VOR)	Montgomery, Ala. (VOR)	1,800
*Kent (INT), Ala.	La Grange, Ga. (VOR)	1,900
*2,200' - Minimum reception altitude		
La Grange, Ga. (VOR)	Atlanta, Ga. (VOR)	2,000
(40) VOR Civil Airway No. 25, is amended to delete:		
San Francisco, Calif. (VOR)	Oakland, Calif. (VOR)	3,000
Oakland, Calif. (VOR)	Ukiah, Calif. (VOR)	6,000
Via W alter.	Via W alter.	6,000
(41) VOR Civil Airway No. 25, is amended by adding:		
Santa Barbara, Calif. (VOR)	Paso Robles, Calif. (VOR)	8,000
*San Francisco, Calif. (VOR)	San Bruno (INT), Calif.	3,000
*3,500' - Minimum crossing altitude at San Francisco (VOR), S-bound		
San Bruno (INT), Calif.	Stinson Beach (INT), Calif.	4,000
Stinson Beach (INT), Calif.	Point Reys, Calif. (VOR)	6,000
Point Reyes, Calif. (VOR)	Ukiah, Calif. (VOR)	6,000
(42) VOR Civil Airway No. 26, is amended by adding:		
Muskegon, Mich. (VOR)	Lansing, Mich. (VOR)	2,500
Via S alter.	Via S alter.	2,200
Lansing, Mich. (VOR)	Salem, Mich. (VOR)	2,900
Salem,Mich. (VOR)	Eloise (INT), Mich.	2,000
Eloise (INT), Mich.	*Pelee (INT), Ont., Canada	**#2,500
*2,500' - Minimum reception altitude		
**2,000' - Minimum terrain clearance altitude		
Pelee (INT), Ont., Canada	Cleveland, Ohio (VOR)	*#2,500
*1,900' - Minimum terrain clearance altitude		
#That airspace over U. S. territory		
(43) VOR Civil Airway No. 27, is amended to read in part:		
Salinas, Calif. (VOR)	San Francisco, Calif. (VOR)	
Via E Alter.	Via E alter.	6,000
*San Francisco, Calif. (VOR)	Oakland, Calif. (VOR)	
Via E alter.	Via E alter.	3,000
*3,500' - Minimum crossing altitude at San Francisco (VOR), S-bound		
Oakland, Calif. (VOR)	Point Reyes, Calif. (VOR)	
Via E alter.	Via E alter.	6,000
(44) VOR Civil Airway No. 30, is amended to read in part:		
Milwaukee, Wis. (VOR)	Pullman, Mich. (VOR)	2,000
Milwaukee, Wis. (VOR)	*Taylor,(INT), Wis.	
Via S alter.	Via S alter.	2,000
*3,000' - Minimum reception altitude		
Taylor (INT), Wis.	Pullman, Mich. (VOR)	
Via S alter.	Via S alter.	*2,200
*2,000' - Minimum terrain clearance altitude		

From	To	Min Alt.
Allentown, Pa. (VOR)	Chatham (INT), N. J.	2,500
(45) VOR Civil Airway No. 35, is amended by adding:		
Tallahassee, Fla. (VOR)	Albany, Ga. (VOR)	1,400
Albany, Ga. (VOR)	Macon, Ga. (VOR)	1,600
Asheville, N. C. (VOR)	Tri-City, Tenn. (VOR)	8,500
(46) VOR Civil Airway No. 38, is amended by adding:		
Peotone, Ill. (VOR)	Shelby (INT), Ind.	2,000
Shelby (INT), Ind.	Fort Wayne, Ind. (VOR)	*4,000
*2,000' - Minimum terrain clearance altitude		
(47) VOR Civil Airway No. 38, is amended to delete:		
Chicago Heights, Ill. (VOR)	Thomaston (INT), Ind.	2,000
Thomaston (INT), Ind.	Mentone (INT), Ind.	3,000
Mentone (INT), Ind.	Fort Wayne, Ind. (VOR)	2,200
Chicago Heights, Ill. (VOR) Via S alter.	Fort Wayne, Ind. (VOR) Via S alter.	3,000
Fort Wayne, Ind. (VOR) Via S alter.	Findlay, Ohio (VOR) Via S alter.	2,200
(48) VOR Civil Airway No. 40, is amended to delete:		
Flint (INT), Mich.	*Milford (INT), Mich.	2,300
*Milford (INT), Mich.	Detroit, Mich. (VOR)	2,500
*4,000' - Minimum reception altitude		
Detroit, Mich. (VOR)	South Bass (INT), Ohio	2,300
South Bass (INT), Ohio	Marblehead (INT), Ohio	3,000
Marblehead (INT), Ohio	Bay (INT), Ohio	*2,500
*2,000' - Minimum terrain clearance altitude		
Bay (INT), Ohio	Peru (INT), Ohio	2,000
(49) VOR Civil Airway No. 42 is amended to delete:		
Naperville, Ill. (VOR)	Pullman, Mich. (VOR)	2,300
Pullman, Mich. (VOR)	Bedford (INT), Mich.	*3,500
*3,000' - Minimum terrain clearance altitude		
Bedford (INT), Mich.	*Henrietta (INT), Mich.	**3,500
*3,000' - Min reception altitude		
**2,500' - Minimum terrain clearance altitude		
Henrietta (INT), Mich.	Detroit, MICH. ((VOR)	*3,000
*2,500' - Minimum terrain clearance altitude		
(50) VOR Civil Airway No. 42, is amended to read in part:		
Salem, Mich. (VOR)	*Riverside (INT), Mich.	2,300
*4,500' - Minimum reception altitude		
Riverside (INT), Mich.	*Essex (INT), Ont., Canada	**#4,500
*3,700' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
Essex (INT), Ont., Canada	*Pelee (INT), Ont., Canada	**#3,700
*2,500' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
Pelee (INT), Ont., Canada	Cleveland, Ohio (VOR)	*#2,500
*1,900' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
(51) VOR Civil Airway No. 42, is amended by adding:		
Dawsonville (INT), Va.	Washington, D. C. (TVOR)	2,000
(52) VOR Civil Airway No. 47, is amended to delete:		
Waterville, Ohio (VOR) Via direct or W alter.	Detroit, Mich. (VOR) Via direct or W alter.	2,100
(53) VOR Civil Airway No. 47, is amended by adding:		
Waterville, Ohio (VOR)	Milan (INT), Mich.	2,300
Milan (INT), Mich.	Detroit, Mich., Willow Run Arpt. ILS Localizer	2,700
Detroit, Mich., Willow Run Arpt. ILS Localizer	Midcraft (INT), Mich.	2,700
(54) VOR Civil Airway No. 48, is amended to read:		
Burlington, Iowa (VOR)	Peoria, Ill. (LFR)	1,900
Peoria, Ill. (LFR)	Pontiac, Mich. (VOR)	2,000
(55) VOR Civil Airway No. 50, is amended to delete:		
Quincy, Ill. (VOR)	Peoria (INT), Ill.	*8,000
*2,000' - Minimum terrain clearance altitude		
(56) VOR Civil Airway No. 50, is amended by adding:		
Quincy, Ill. (VOR)	Springfield, Ill. (VOR)	2,000
Springfield, Ill. (VOR)	Hindsboro (INT), Ill.	*4,000
*2,300' - Minimum terrain clearance altitude		

From	To	Min Alt.
Hindsboro (INT), Ill.	Terre Haute, Ind. (VOR)	2,200
Terre Haute, Ind. (VOR)	Cloverdale (INT), Ind.	2,300
Cloverdale (INT), Ind.	Monrovia (INT), Ind.	2,300
(57) VOR Civil Airway No. 51, is amended to delete:		
Birmingham, Ala. (VOR)	Chattanooga, Tenn. (VOR)	4,000
(58) VOR Civil Airway No. 51 is amended by adding:		
Miami, Fla. (VOR)	Golden Beach (Int), Fla.	1,400
Golden Beach (Int), Fla.	West Palm Beach, Fla. (VOR)	1,500
West Palm Beach, Fla. (VOR)	Vero Beach, Fla. (VOR)	1,500
Vero Beach, Fla. (VOR)	Daytona Beach, Fla. (VOR)	1,300
Daytona Beach, Fla. (VOR)	Jacksonville, Fla. (VOR)	1,400
Jacksonville, Fla. (VOR)	Alma, Ga. (VOR)	1,500
Jacksonville, Fla. (VOR) Via W alter.	Callahan (Int), Fla. Via W alter.	1,300
Callahan (Int), Fla. Via W alter.	Alma, Ga. (VOR) Via W alter.	1,500
Alma, Ga. (VOR)	Macon, Ga. (VOR)	1,800
Indianapolis, Ind. (VOR)	Lafayette, Ind. (VOR)	2,100
Lafayette, Ind. (VOR) Via E alter.	Chicago Heights, Ill. (VOR) Via E alter.	2,000
Chicago Heights, Ill. (VOR)	City (Int), Ill.	2,000
(59) VOR Civil Airway No. 51, is amended to read in part:		
Louisville, Ky. (VOR)	Nabb (Int), Ky.	2,100
Nabb (Int), Ky.	Hartsville (Int), Ind.	*4,800
*2,100' - Minimum terrain clearance altitude		
Hartsville (Int), Ind.	Indianapolis, Ind. (VOR)	2,300
(60) VOR Civil Airway No. 52, is amended to read in part:		
Ottumwa, Iowa (VOR) Via N alter.	*Quincy, Ill. (VOR) Via N alter.	2,600
*2,600' - Minimum crossing altitude at Quincy (VOR), NW-bound		
(61) VOR Civil Airway No. 53, is amended to read in part:		
Louisville, Ky (VOR)	Banta (Int), Ind.	2,600
Banta (Int), Ind.	Indianapolis, Ind. (VOR)	2,300
Louisville, Ky. (VOR) Via W alter.	*Mitchell (Int), Ind. Via W alter.	**3,000
*Mitchell (Int), Ind. Via W alter.	Sanders (Int), Ind. Via W alter.	**3,000
*3,000' - Minimum reception altitude		
**2,600' - Minimum terrain clearance altitude		
Sanders (Int), Ind. Via W alter.	*Paragon (Int), Ind. Via W alter.	2,500
*Paragon (Int), Ind. Via W alter.	Indianapolis, Ind. (VOR) Via W alter.	2,200
*3,000' - Minimum reception altitude		
Indianapolis, Ind. (VOR)	*Pittsboro (Int), Ind.	2,100
*2,300' - Minimum reception altitude		
Pittsboro (Int), Ind.	Lafayette, Ind. (VOR)	3,000
Indianapolis, Ind. (VOR) Via W alter.	Lafayette, Ind. (VOR) Via W alter.	2,100
(62) VOR Civil Airway No. 53, is amended to delete:		
Lafayette, Ind. (VOR) Via direct or E & W alter.	Chicago Heights, Ill. (VOR) Via direct or E & W alter.	2,000
Chicago Heights, Ill. (VOR)	Naperville, Ill. (VOR)	2,300
Naperville, Ill. (VOR)	Lee (Int), Ill.	2,400
Lee (Int), Ill.	Janesville, Wis. (VOR)	2,100
Janesville, Wis. (VOR)	Int. Janesville, Wis. (VOR) rad. 331° T and Lone Rock-Milwaukee, Wis. (VOR's) direct radial.	2,400
(63) VOR Civil Airway No. 53, is amended by adding:		
Lafayette, Ind. (VOR)	Peotone, Ill. (VOR)	*3,000
*2,000' - Minimum terrain clearance altitude		
Peotone, Ill. (VOR)	Chicago, Ill. Midway Apt. (TVOR)	2,300
Chicago, Ill. Midway Apt. (TVOR)	Barrington (Int), Wis.	2,500
Barrington (Int), Wis.	Wheatland (Int), Wis.	2,200
Wheatland (Int), Wis.	Milwaukee, Wis. (VOR)	2,000
Charleston, S.C. (VOR)	Columbia, S.C. (VOR)	1,500
Columbia, S. C. (VOR)	Spartanburg, S.C. (VOR)	2,000
Asheville, N.C. (VOR)	Tri-City, Tenn. (VOR)	8,500
(64) VOR Civil Airway No. 57, is amended to read:		
Bowling Green, Ky. (VOR)	Scotland, Ind. (VOR)	*3,000
*2,500' - Minimum terrain clearance altitude		

From	To	Min. Alt.
Scotland, Ind. (VOR)	Lafayette, Ind. (VOR)	2,000
Lafayette, Ind. (VOR)	Chicago Heights, Ill. (VOR)	2,000
(65) VOR Civil Airway No. 59, is amended to read in part:		
Springfield, Ill. (VOR)	Peoria, Ill. (LFR)	2,000
Peoria, Ill. (LFR)	Bradford, Ill. (VOR)	2,000
Bradford, Ill. (VOR)	Moline, Ill. (VOR)	2,000
(66) VOR Civil Airway No. 63, is amended to read:		
Springfield, Mo. (VOR)	Wilton (Int), Mo.	*3,500
*2,500' - Minimum terrain clearance altitude		
Wilton (Int), Mo.	Columbia, Mo. (VOR)	2,600
Columbia, Mo. (VOR)	Quincy, Ill. (VOR)	2,000
Quincy, Ill. (VOR)	Burlington, Iowa (VOR)	2,600
Burlington, Iowa (VOR)	Moline, Ill. (VOR)	2,300
Moline, Ill. (VOR) Via W alter	Janesville, Wis. (VOR) Via W alter.	2,200
Janesville, Wis. (VOR) Via W alter.	Milwaukee, Wis. (VOR) Via W alter.	2,100
(67) VOR Civil Airway No. 69, is amended to read:		2,500
Walnut Ridge, Ark. (VOR)	Farmington, Mo. (VOR)	*2,700
*2,500' - Minimum terrain clearance altitude		
Springfield, Ill. (VOR)	Pontiac, Ill. (VOR)	*2,500
*2,300' - Minimum terrain clearance altitude		
Pontiac, Ill. (VOR)	Joliet, Ill. (VOR)	2,000
Joliet, Ill. (VOR)	Chicago, Ill. Midway Apt. (TVOR)	2,000
(68) VOR Civil Airway No. 70, is amended by adding:		
Corpus Christi, Tex. (VOR)	Palacios, Tex. (VOR)	1,300
Lake Charles, La. (VOR)	Lafayette, La. (VOR)	1,500
Lafayette, La. (VOR)	Baton Rouge, La. (VOR)	1,200
(69) VOR Civil Airway No. 72, is amended to read:		
Vandalia, Ill. (VOR)	Hindsboro (Int), Ill.	2,200
Hindsboro, (Int), Ill.	Perrysville (Int), Ind.	*3,700
*2,200' - minimum terrain clearance altitude		
Perrysville (Int), Ind.	Lafayette, Ind. (VOR)	2,000
Lafayette, Ind. (VOR)	Kokomo (Int), Ind.	2,200
Findlay, Ohio (VOR)	Carey (Int), Ohio	2,100
Carey (Int), Ohio	Cleveland, Ohio (VOR)	2,000
Cleveland, Ohio (VOR)	Chagrin Falls (Int), Ohio	3,000
Brecksville, Ohio (FM)	Chagrin Falls (Int), Ohio (E-bound only)	2,500
Chagrin Falls (INT), Ohio	Youngstown, Ohio (VOR)	2,500
Youngstown, Ohio (VOR)	*Hadley (INT), Pa.	2,500
*4,000' - Minimum reception altitude		
Hadley (INT), Pa.	*Hickory (INT), Pa.	4,000
*5,000' - Minimum reception altitude		
Hickory (INT), Pa.	Bradford, Pa. (VOR)	4,000
Bradford, Pa. (VOR)	Elmira, N. Y. (VOR)	4,500
Elmira, N. Y. (VOR)	Binghamton, N. Y. (VOR)	3,500
Binghamton, N. Y. (VOR)	*Sidney (INT), N. Y.	3,500
*3,500' - Minimum crossing altitude at Sidney (INT), E-bound		
Sidney (INT), N. Y.	Albany, N. Y. (VOR)	4,500
(70) VOR Civil Airway No. 76, is amended to read in part:		
San Angelo, Tex. (VOR)	*Brady (INT), Tex.	**4,500
*Brady (INT), Tex.	Lake Travis (INT), Tex.	**4,500
*5,000' - Minimum reception altitude		
**3,500' - Minimum terrain clearance altitude		
Lake Travis (INT), Tex.	Austin, Tex. (VOR)	3,000
(71) VOR Civil Airway No. 84, is amended to read:		
Bradford, Ill. (VOR)	Joliet, Ill. (VOR)	2,000
Joliet, Ill. (VOR)	Chicago, Ill. Midway Arpt. (TVOR)	2,000
Pullman, Mich. (VOR)	Lansing, Mich. (VOR)	2,300
Lansing, Mich. (VOR)	Flint (INT), Mich.	2,400
(72) VOR Civil Airway No. 88, is amended to read:		
Vichy, Mo. (VOR)	Centralia, Ill. (VOR)	*3,000
*2,500' - Minimum terrain clearance altitude		
Centralia, Ill. (VOR)	Scotland, Ind. (VOR)	*3,000
*2,100' - Minimum terrain clearance altitude		
Scotland, Ind. (VOR)	Sanders (INT), Ind.	2,000
Sanders (INT), Ind.	Dayton, Ohio (VOR)	*3,700
*2,500' - Minimum terrain clearance altitude		
Dayton, Ohio (VOR)	Mansfield, Ohio (VOR)	2,500

From	To	Min Alt.
(73) VOR Civil Airway No. 90, is amended to delete:		
Lansing, Mich. (VOR)	Howell (INT), Mich.	2,900
Howell (INT), Mich.	*Milford (INT), Mich.	**4,400
*4,000' - Minimum reception altitude		
**2,500' - Minimum terrain clearance altitude		
*Milford (INT), Mich.	Detroit, Mich. (VOR)	2,300
*4,000' - Minimum reception altitude		
(74) VOR Civil Airway No. 91, is amended by adding:		
Glens Falls (INT), N. Y	Albany, N. Y. (VOR) (S-bound only)	3,000
(75) VOR Civil Airway No. 92, is amended by adding:		
Chicago Heights, Ill. (VOR)	Goshen, Ind. (VOR)	2,100
Goshen, Ind. (VOR)	Bryan (INT), Ohio	3,000
Bryan (INT), Ohio	Waterville, Ohio (VOR)	2,000
Wheeling, W. Va. (VOR)	Pittsburgh, Pa. (VOR)	2,500
(76) VOR Civil Airway No. 96, is amended by adding:		
Waterville, Ohio (VOR)	Rockwood (INT), Ont., Canada	#2,300
Rockwood (INT), Ont., Canada	*Belle (INT), Ont., Canada	**#3,700
*3,700' - Minimum reception altitude		
**2,300' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
(77) VOR Civil Airway No. 97 is amended to read:		
Miami, Fla (VOR)	Cypress (INT), Fla.	1,300
Cypress (INT), Fla.	*Seminole (INT), Fla.	**2,500
*2,500' - Minimum reception altitude		
**1,100' - Minimum terrain clearance altitude		
Seminole (INT), Fla	*Arcadia (INT), Fla.	**5,000
*5,000' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
Arcadia (INT), Fla.	*Parish (INT), Fla	**2,500
*2,500' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
Parish (INT), Fla.	Tampa, Fla. (VOR)	1,500
Tampa, Fla (VOR)	*Shrimp (INT), Fla.	**1,500
*6,000' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
Shrimp (INT), Fla	Lobster (INT), Fla.	*6,000
*1,000' - Minimum terrain clearance altitude		
Lobster (INT), Fla.	Tallahassee, Fla. (VOR)	*2,000
*1,400' - Minimum terrain clearance altitude		
Tampa, Fla. (VOR) Via E alter.	*Shrimp (INT), Fla Via E alter.	**1,500
*6,000' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
Shrimp (INT), Fla.	*Cross City, Fla (VOR)	
Via E alter.	Via E alter.	**6,000
*6,000' - Minimum reception altitude		
**1,200' - Minimum terrain clearance altitude		
Cross City, Fla. (VOR) Via E alter.	Tallahassee, Fla. (VOR) Via E alter.	*2,000
*1,400' - Minimum terrain clearance altitude		
Tallahassee, Fla. (VOR)	Albany, Ga. (VOR)	1,400
Knoxville, Tenn. (VOR)	Richmond (INT), Ky.	5,000
Richmond (INT), Ky.	Lexington, Ky. (VOR)	3,100
Lexington, Ky. (VOR)	Georgetown (INT), Ky.	2,300
Georgetown (INT), Ky.	Cincinnati, Ohio (VOR)	2,000
Cincinnati, Ohio (VOR)	*Acton, (INT), Ind.	2,300
*Acton (INT), Ind.	Indianapolis, Ind. (VOR)	2,200
*3,000' - Minimum reception altitude		
Cincinnati, Ohio (VOR) Via E or W alter.	Indianapolis, Ind. (VOR) Via E or W alter.	2,300
Indianapolis, Ind. (VOR)	Rossville (INT), Ind.	2,100
Rossville (INT), Ind	Newland (INT), Ind.	*3,700
*2,000' - Minimum terrain clearance altitude		
Newland (INT), Ind.	Chicago Heights, Ill. (VOR)	2,000
Chicago Heights, Ill. (VOR)	Janesville, Wis (VOR)	2,300
Janesville, Wis. (VOR)	Lone Rock, Wis. (VOR)	3,100
Janesville, Wis. (VOR) Via W alter.	Argyle (INT), Wis. Via W alter.	2,200

From	To	Min. Alt.
Argyle (INT), Wis..	Lone Rock, Wis. (VOR)	
Via W alter.	Via W alter.	
Lone Rock, Wis. (VOR)	La Crosse, Wis. (VOR)	2,400
La Crosse, Wis. (VOR)	*Wabasha (INT), Wis.	2,500
*Wabasha (INT), Wis.	Minneapolis, Minn. (VOR)	2,600
*5,000' - Minimum reception altitude		2,500
(78) VOR Civil Airway No. 98, is amended to read:		
Fort Wayne, Ind. (VOR)	Deerfield (INT), Mich.	*2,600
*2,300' - Minimum terrain clearance altitude		
Deerfield (INT), Mich.	Carleton, Mich. (VOR)	2,000
Carleton, Mich. (VOR)	*Essex (INT), Ont., Canada	#2,300
*Essex (INT), Ont., Canada	Tilbury (INT), Ont., Canada	#2,300
*3,700' - Minimum reception altitude		
#For that airspace over U. S. territory		
Tilbury (INT), Ont., Canada	Blue Pike (INT), Mich.	*4,000
*2,300' - Minimum terrain clearance altitude		
Blue Pike (INT), Mich.	Erie, Pa. (VOR)	2,300
Erie, Pa. (VOR)	Elmira, N. Y. (VOR)	*6,000
*4,500' - Minimum terrain clearance altitude		
(79) VOR Civil Airway No. 99, is amended to delete:		
Lafayette, La. (VOR)	Baton Rouge, La. (VOR)	1,200
(80) VOR Civil Airway No. 103, is amended to delete:		
Pendleton, Ore. (VOR)	Lamar (INT), Wash.	4,000
Lamar (INT), Wash.	Spokane, Wash. (VOR)	5,000
(81) VOR Civil Airway No. 112, is amended by adding:		
Pendleton, Ore. (VOR)	Lamar (INT), Wash.	4,000
Lamar (INT), Wash.	Spokane, Wash. (VOR)	5,000
(82) VOR Civil Airway No. 115, is amended by adding:		
Birmingham, Ala. (VOR)	Chattanooga, Tenn. (VOR)	4,000
(83) VOR Civil Airway No. 116, is amended to read in part:		
Quincy, Ill. (VOR)	Peoria, Ill. (LFR)	2,000
Peoria, Ill. (LFR)	Joliet, Ill. (VOR)	2,000
Joliet, Ill. (VOR)	Naperville, Ill. (VOR)	2,000
Naperville, Ill. (VOR)	Pullman, Mich. (VOR)	2,300
Pullman, Mich. (VOR)	*Leslie (INT), Mich.	**3,500
*3,000' - Minimum reception altitude		
**3,000' - Minimum terrain clearance altitude		
Leslie (INT), Mich.	Salem, Mich. (VOR)	2,500
Salem, Mich. (VOR)	*Belle (INT), Mich.	2,300
*3,700' - Minimum reception altitude		
Belle (INT), Mich.	*Riverside (INT), Mich.	2,300
Riverside (INT), Mich.	Tilbury (INT), Ont., Canada	#2,300
#For that airspace over U. S. territory		
Tilbury (INT), Ont. Canada	Blue Pike (INT), Mich.	*#4,000
*2,300' - Minimum terrain clearance altitude		
#For that airspace over U. S. territory		
Blue Pike (INT), Mich.	Erie, Pa. (VOR)	2,300
(84) VOR Civil Airway No. 126, is amended to read:		
City (INT), Ill.	Chicago Heights, Ill. (VOR)	2,000
Chicago Heights, Ill. (VOR)	Goshen, Ind. (VOR)	2,100
Goshen, Ind. (VOR)	Bryan (INT), Ohio	3,000
Bryan (INT), Ohio	Waterville, Ohio (VOR)	2,000
Waterville, Ohio (VOR)	Cleveland, Ohio (VOR)	2,000
Cleveland, Ohio (VOR)	Perry (INT), Ohio	2,500
Perry (INT), Ohio	Kingsville (INT), Pa.	2,300
Kingsville (INT), Pa.	Erie, Pa. (VOR)	2,000
Erie, Pa. (VOR)	Bradford, Pa (VOR)	4,000
Bradford, Pa. (VOR)	Stonyfork (INT), Pa.	4,500
Stonyfork (INT), Pa.	*Grover (INT), Pa.	**5,000
*5,000' - Minimum reception altitude		
**4,500' - Minimum terrain clearance altitude		
Grover (INT), Pa.	Colley (INT), Pa.	*5,000
*4,500' - Minimum terrain clearance altitude		
Colley (INT), Pa.	Wilkes-Barre Scranton, Pa. (VOR)	4,500
Wilkes-Barre Scranton, Pa. (VOR)	*Branchville (INT), N. J.	3,500
*Branchville (INT), N. J.	Patterson (INT), N J.	3,000
*4,000' - Minimum reception altitude		
(85) VOR Civil Airway No. 128, is amended by adding:		
Chicago, Ill. Midway Arpt. (TVOR)	Peotone, Ill. (VOR)	2,300
Peotone, Ill. (VOR)	Lafayette, Ind. (VOR)	*3,000
*2,000' - Minimum terrain clearance altitude		

From	To	Min. Alt.
Lafayette, Ind. (VOR)	Horton (INT), Ind.	2,200
Horton (INT), Ind.	Hushville (INT), Ind.	*4,000
*2,300' - Minimum terrain clearance altitude		
Rushville (INT), Ind.	Cincinnati, Ohio (VOR)	2,300
Greensboro, N. C. (VOR) Via N alter.	*Reid (INT), N. C. (VOR) Via N alter.	2,300
*Reid (INT), N. C.	Raleigh, N. C. (VOR)	
Via N alter.	Via N Alter.	3,500
*3,500' - Minimum reception altitude		
(86) VOR Civil Airway No. 129, is amended by adding:		
Polo, Ill. (VOR)	Argyle (INT), Wis.	2,200
Argyle (INT), Wis.	Lone Rock, Wis. (VOR)	2,400
Lone Rock, Wis. (VOR)	La Crosse, Wis. (VOR)	2,500
(87) VOR Civil Airway No. 133, is amended to read:		
Parkersburg, W. Va. (VOR)	Mansfield, Ohio (VOR)	2,500
Mansfield, Ohio (VOR)	Peru (Int), Ohio	2,500
Peru (Int), Ohio	Middle (Int), Mich.	*2,500
*2,000' - Minimum terrain clearance altitude		
Middle (Int), Mich.	Detroit River (Int), Mich.	*2,500
*2,000' - Minimum terrain clearance altitude		
Detroit River (Int), Mich.	Salem, Mich. (VOR)	2,300
Salem, Mich. (VOR)	Flint, (Int), Mich.	2,500
(88) VOR Civil Airway No. 140, is amended by adding:		
Dyersburg, Tenn. (VOR)	Graham, Tenn. (VOR)	
Via S alter.	Via S alter.	2,000
Graham, Tenn. (VOR)	Nashville, Tenn. (VOR)	
Via S alter.	Via S alter.	2,500
(89) VOR Civil Airway No. 144, is amended by adding:		
Chicago, Ill. Midway Apt. (TVOR)	Peotone, Ill. (VOR)	2,300
Peotone, Ill. (VOR)	Shelby (Int), Ind.	2,000
Shelby (Int), Ind.	Fort Wayne, Ind. (VOR)	*4,000
*2,000' - Minimum terrain clearance altitude		
Fort Wayne, Ind. (VOR)	Findlay, Ohio (VOR)	2,200
Findlay, Ohio (VOR)	Mansfield, Ohio (VOR)	2,500
Mansfield, Ohio (VOR)	Bowerstown (Int), Ohio	2,500
Bowerstown (Int), Ohio	Wheeling, W. Va. (VOR)	3,000
Wheeling, W. Va. (VOR)	Morgantown, W. Va. (VOR)	4,000
Springfield (Int), Va.	Washington, D.C. (TVOR)	1,800
(90) VOR Civil Airway No. 146, is amended to read in part:		
Bradley (Int), Conn.	Woodstock (Int), Conn.	*3,500
*2,500' - Minimum terrain clearance altitude		
(91) VOR Civil Airway No. 148, is amended to read in part:		
Thurman, Colo. (VOR)	Int. 077° rad. Akron, Colo. & 225° rad. Imperial, Nebr.	5,900
Int. 077° rad. Akron, Colo. & 225° rad. Imperial, Nebr.	Imperial, Nebr. (VOR)	5,600
(92) VOR Civil Airway No. 152, is amended by adding:		
Tampa, Fla. (VOR)	Lakeland, Fla. (VOR)	
Via S alter.	Via S alter.	1,500
Lakeland, Fla. (VOR)	Orlando, Fla. (VOR)	
Via S alter.	Via S alter.	1,500
(93) VOR Civil Airway No. 171, is added to read:		
Louisville, Ky. (VOR)	*Mitchell (Int), Ind.	**3,000
*3,000' - Minimum reception altitude		
**2,600' - Minimum terrain clearance altitude		
Mitchell (Int), Ind.	Scotland, Ind. (VOR)	2,000
Scotland, Ind. (VOR)	Terre Haute, Ind. (VOR)	2,000
Terre Haute, Ind. (VOR)	Peotone, Ill. (VOR)	2,000
Peotone, Ill. (VOR)	Joliet, Ill. (VOR)	2,000
Joliet, Ill. (VOR)	Janesville, Wis. (VOR)	*3,000
*2,100' - Minimum terrain clearance altitude		
Janesville, Wis. (VOR)	Mendota (Int), Wis.	2,400
(94) VOR Civil Airway No. 172, is added to read:		
Iowa City, Iowa (VOR)	Moline, Ill. (VOR)	2,000
Moline, Ill. (VOR)	Polo, Ill. (VOR)	2,200
Iowa City, Iowa (VOR)	Big Rock (Int), Iowa	
Via N alter.	Via N alter.	2,000
Big Rock (Int), Iowa	Thomaston (Int), Ill.	
Via N alter.	Via N alter.	*3,000
*2,000' - Minimum terrain clearance altitude		
Thomaston (Int), Ill.	Polo, Ill. (VOR)	
Via N alter.	Via N alter.	2,000

From	To	Min.Alt.
Polo, Ill. (VOR)	Glen Ellyn (Int), Ill.	*3,000

*2,500' - minimum terrain clearance altitude

Glen Ellyn (Int), Ill.	Chicago, Ill. Midway Apt. (TVOR)	2,500

(95) VOR Civil airway No. 175, is added to read:

Vichy, Mo. (VOR)	Wilton (Int), Mo.	2,200
Wilton (Int), Mo.	Columbia, Mo. (VOR)	2,600

(96) VOR Civil Airway No. 176, is added to read:

Farmington, Mo. (VOR)	Centralia, Ill. (VOR)	2,400
Centralia, Ill. (VOR)	Scotland, Ind. (VOR)	*3,000

*2,100' - Minimum terrain clearance altitude

(97) VOR Civil Airway No. 177, is added to read:

Naperville, Ill. (VOR)	Woodstock,(Int), Ill.	2,200
Woodstock (Int), Ill.	Janesville, Wis. (VOR)	2,000

(98) VOR Civil Airway No. 178, is added to read:

Farmington, Mo. (VOR)	Paducah, Ky. (VOR)	2,400
Via S alter.	Via S alter.	2,400

(99) VOR Civil Airway No. 179, is added to read:

Paducah, Ky. (VOR)	Centralia, Ill. (VOR)	2,000

(100) VOR Civil Airway No. 181, is added to read:

Sioux Falls, S. Dak. (VOR)	Watertown, S. Dak. (VOR)	3,000

(101) VOR Civil Airway No. 183, is added to read:

Santa Barbara, Calif. (VOR)	Bakersfield, Calif. (VOR)	9,000
Sunset (Int), Calif.	Bakersfield, Calif. (VOR) (E-bound only)	3,000

(102) VOR Civil Airway No. 184, is added to read:

Erie, Pa. (VOR)	Hallton (Int), Pa.	*5,000

*4,000' - Minimum terrain clearance altitude

Hallton (Int), Pa.	Philipsburg, Pa. (VOR)	4,000

(103) VOR Civil Airway No. 187, is added to read:

Papi (Int), Ill.	*Taylor (Int), Wis.	**3,000

*3,000' - Minimum reception altitude

**2,000' - Minimum terrain clearance altitude

NOTE: The following altitudes are not included in the above amendment. However, they are also authorized effective March 15, 1955, and should be charted:

Red 18

Charleston, W. Va. (LFR)	Huntington, W. Va. (LF/RBN)	*3,000

*Until further advised, should be charted 3,000' due to tower.

V-3W

Florence, N. C. (VOR)	Raleigh, N. C. (VOR)	*2,100

*2,000' - Minimum terrain clearance altitude

V-11W

Memphis, Tenn. (VOR)	Dyersburg, Tenn. (VOR)	2,300

V-25

Red Bluff, Calif. (VOR)	Klamath Falls, Ore. (VOR)	10,000
Klamath Falls, Ore. (VOR)	Redmond, Ore. (VOR)	*12,000

*10,000' - Minimum terrain clearance altitude

Redmond, Ore. (VOR)	The Dalles, Ore. (VOR)	7,500

V-35

Anderson, S. C. (VOR)	Asheville, N. C. (VOR)	6,000

V-53

Spartanburg, S.C. (VOR)	Asheville, N. C.(VOR)	*8,000

*6,000' - Minimum terrain clearance altitude

V-128

York, Ky. (VOR)	Charleston, W. Va. (VOR)	*3,000

*Until further advised, should be charted 3000', due to tower

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✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective on March 15, 1955.

AMENDMENT NO. 104 to PART 608-

(1) In Section 608.36, Nevada, there occurs a small part of California Restricted Area Complex (R-484) and Saline Valley Restricted Area (R-485). For convenience these areas have been listed under the State of California. See Section 608.14 (California) for descriptions.

(2) In Section 608.14, a Complex, California area (R-484) is added to read: Name and Location: Complex, California (R-484). Description by Geographical Coordinates: Beginning at latitude 37°12'00", longitude 117°20'00"; thence to latitude 35°34'00", longitude 116°23'00"; thence to latitude 35°28'35", longitude 116°18'45"; thence to latitude 35°18'45", longitude 116°18'45"; thence southwest along the boundary of Amber civil airway No. 2, thence to latitude 35°07'00", longitude 116°34'00"; thence to latitude 35°07'00", longitude 116°47'45"; thence to latitude 35°08'50", longitude 116°48'40"; thence to latitude 35°06'30", longitude 116°58'40"; thence to latitude 34°53'30", longitude 117°11'50"; thence to latitude 34°50'20", longitude 117°32'00"; thence to latitude 34°48'30", longitude 117°32'00"; thence along the boundary of Green civil airway No. 4 to latitude 34°48'00", longitude 117°35'00"; thence to latitude 34°48'00", longitude 118°01'00"; thence to latitude 34°49'40", longitude 118°05'45"; thence to latitude 34°51'30", longitude 118°05'45"; thence to latitude 35°00'00", longitude 118°35'00"; thence to latitude 37°12'00", longitude 118°35'00"; thence to point of beginning. Designated Altitudes: 20,000 feet MSL to unlimited except within the boundaries of established Restricted Areas wherein the designated altitude will be from the surface to unlimited. Time of Designation: Unlimited. Using Agency: For the area from 20,000 feet MSL to unlimited, except within the boundaries of existing Restricted Areas NOTS-Inyokern. (Note: A small portion in the northeast corner of this Restricted Area is actually found in Nevada, but for convenience the entire area has been listed under California).

(3) In Section 608.14, a Saline Valley, California, area (R-485) is added to read: Name and Location: Saline Valley, Calif., (R-485). Description by Geographical Coordinates: Beginnin at latitude 37°11'30", longitude 117°20'30"; thence to latitude 37°01'20", longitude 117°20'30"; thence to latitude 37°01'20", longitude 117°26'30"; thence to latitude 36°56'30", longitude 117°26'30"; thence to latitude36°56'30", longitude 117°20'30";thence to latitude 36°29'30", longitude 117°20'30"; thence to latitude 36°24'20", longitude 117°21'30";thence to latitude 36°24'20", longitude 117°41'00"; thence to latitude 36°34'20", longitude 117°43'45"; thence to latitude 36°41'00", longitude 117°43'45"; thence to latitude 36°41'00", longitude 117°47'30"; thence to latitude 36°48'00", longitude 117°51'30"; thence to latitude 37°01'30", longitude 117°52'30"; thence to latitude 37°11'30", longitude 117°52'30"; thence to point of beginning. Designated Altitudes: Surface to unlimited. Time of Designation: Unlimited. Using Agency: Commandant, Eleventh Naval District. (Note: A small portion in the northeast corner of this Restricted Area is actually found in Nevada, but for convenience the entire area has been listed under California.)

(4) In Section 608.14, the Camp Irwin, California area, (R-276 formerly (D-276) published on August 17, 1949, in 14 F.R. 5122, and amended on December 30, 1950 in 15 F.R. 9435, is redesignated as follows: Name and Location: Camp Irwin, California (R-276). Description by Geographical Coordinates: Beginning at latitude 35°37'45", longitude 116°29'40"; thence to latitude 35°34'30", longitude 116°29'40"; thence to latitude 35°34'30", longitude 116°23'30"; thence to latitude 35°28'35", longitude 116°18'45"; thence to latitude 35°18'45", longitude 116°18'45";thence southwest along the boundary of Amber Civil Airway No. 2; thence to latitude 35°07'00", longitude 116°34'00"; thence to latitude 35°07'00", longitude 116°47'45"; thence to latitude 35°10'00", longitude 116°49'00"; thence to latitude 35°19'00", longitude 116°49'00", thence to latitude 35°19'00", longitude 116°55'20"; thence to latitude 35°37'45", longitude 116°55'20"; thence to point of beginning. Designated Altitudes: Unlimited. Time of Designation: Unlimited. Using Agency: 4th Air Force, Hamilton AFB, California.

(5) In Section 608.14, the Muroc Lake, California, area, (R-279 formerly D-279) published on July 16, 1949, in 14 F.R. 4288, and amended on October 15, 1952 in 17 F.R. 9133, is redesignated as follows: Name and Location: Muroc Lake, California (R-279). Description by Geographical Coordinates: Beginning at latitude 35°19'00", longitude 116°49'00"; thence to latitude 35°10'00", longitude 116°49'00"; thence to latitude 35°08'50", longitude 116°48'40"; thence to latitude 35°06'30", longitude 116°58'40"; thence to latitude 34°53'30", longitude 117°11'50"; thence to latitude 34°50'20", longitude 117°32'00"; thence to latitude 34°48'30", longitude 117°32'00"; thence along the boundary of Green civil airway No. 4; thence to latitude 34°48'00", longitude 117°35'00"; thence to latitude 34°48'00", longitude 118°01'00"; thence to latitude 34°49'40", longitude 118°05'45"; thence to latitude 35°02'30", longitude 118°05'45"; thence to latitude 35°02'30", longitude 117°57'30"; thence to latitude 35°06'30", longitude 117°57'30"; thence to latitude 35°27'40", longitude 117°26'00"; thence to latitude 35°15'56", longitude 117°26'00"; thence to latitude 35°15'56", longitude 116°55'20"; thence to latitude 35°19'00", longitude 116°55'20"; thence to point of beginning. Designated Altitudes: Unlimited. Time of Designation: Continuous. Using Agency: Edwards AFB, Edwards, Calif.

(6) In Section 608.14, the China Lake, California, area (R-278 formerly D-278) published on July 16, 1949, in 14 F.R. 4288, and amended on October 29, 1949 in 14 F.R. 6596, is further amended by chaning the "Time of Designation" column to read: "Unlimited."

(7) In Section 608.14, the Cuddeback Dry Lake, California, area, (R-447 formerly D-447) published on November 10, 1953, in 18 F.R. 7056, is amended by changing the "Time of Designation" column to read: "Unlimited."

(8) In Section 608.31, the Grand Marais, Minnesota area (R-187 formerly D-187) published on July 16, 1949 in 14 F.R. 4292, is amended by changing the "Using Agency" column to read: "31st Air Division (Defense), St. Paul, Minnesota."

✓ LOW ALTITUDE CONTROL AREA CHANGE: Effective 0800, February 7, 1955 Dayton, Ohio low altitude control area was extended to include Richmond, Indiana Airport. IFR Flight at 4000 MSL and below between Dayton and Richmond or Cincinnati and Richmond will be under the jurisdiction of Dayton and Kenton approach control.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New edition of the charts listed below will be published in about one month , making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chattanooga	San Antonio	WAC 63
Little Rock	Atlanta Local	WAC 310
Mobile	WAC 62	WAC 410
		WAC 467

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed for stamped "OBSOLETE FOR USE IN AVIATION."

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Cincinnati	2-2-55	Winston Salem	2-9-55	WAC 76	2-2-55
Cleveland	2-2-55	Chicago Local	2-2-55	WAC 308	2-9-55
New York	2-4-55	Dayton Local	2-2-55	WAC 360	2-8-55
Washington	2-11-55	Kansas City Local	2-2-55		

Instrument Flight Charts

released since January 31, 1955

AL 53	RNG	Blythe Arpt.	AL 267	ILS	Bates Field
AL 62	RNG	N.A.S. Brunswick	AL 361	ILS	McNary Field
AL 65	RNG-1	Buffalo Airport	AL 570	ILS-2	Greater Pittsburgh Arpt.
AL 98	RNG	NAS Corpus Christi	AL 965	ILS	Ontario Intn'l Airport
AL 212	RNG	Fairfax Field	AL 58	ADF	Logan Airport
AL 223	RNG	NAS Lakehurst (West Fld)	AL 212	ADF	Fairfax Field
AL 237	RNG	Los Angeles Int'l Arpt.	AL 361	ADF	McNary Field
AL 294	RNG	Metropolitan Oakland Int'l	AL 650	ADF	Wheeling-Ohio County Arpt.
AL 297	RNG-1	Ogden Municipal Arpt.	AL 865	ADF	Lafayette Airport
AL 297	RNG-2	Ogden Municipal Arpt.	AL 58	VOR	Logan Airport
AL 371	RNG	Kelly AFB	AL 101	VOR	Crestview Airport
AL 385	RNG	NAS Seattle	AL 233	VOR	Adams Field
AL 418	RNG	MacDill AFB	AL 304	VOR	Omaha Airport
AL 492	RNG	Gila AF Aux.	AL 322	VOR	Sky Harbor Airport
AL 946	RNG	Grand Maris Arpt.	AL 348	VOR	March AFB
AL 57	ILS	Boise Air Terminal	AL 776	VOR	Lihue Airport
AL 58	ILS-1	Logan Airport	AL 945	VOR	Waterloo Airport

RF/VOR 1, 5
RF U.S. Check List
RF Terminal Area - Kansas City, New York, Philadelphia, Seattle, Washington
RF-VOR Terminal Area - San Francisco - Oakland

NEW CHARTS

AL 98 RNG (Seaplane)	Corpus Christi, Texas	NAS Corpus Christi
AL 184 ILS-1	Toledo, Ohio	Toledo Express Airport
AL 184 ILS-2	Toledo, Ohio	Toledo Express Airport
AL 184 ADF-1	Toledo, Ohio	Toledo Express Airport
AL 184 ADF-2	Toledo, Ohio	Toledo Express Airport
AL 371 ADF	San Antonio, Texas	Kelly AFB
AL 450 ADF	Newburgh, New York	Stewart AFB
AL 429 VOR	Tucson, Arizona	Davis-Monthan AFB
AL 459 VOR	Wilmington, N.C.	New Hanover County Arpt.
RC 2213	New York to Kansas City	
RC 2216	St. Louis to San Francisco	

DISCONTINUED CHARTS

AL 347 ADF	San Bernardino, Calif.	Norton AFB
	(Procedure cancelled USAF - 2-3-55)	

✓ ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated or redefined as indicated:

DESIGNATED

(1) CONNELSVILLE INTSXN - intersection Pittsburgh VOR 137° magnetic radial with Morgantown VOR en route radial on Victor 106 north.

(2) CITY INTSXN - the intersection of the Naperville, Illinois, omnirange 088° magnetic radial and the Chicago Heights, Illinois, omnirange 340° magnetic radial.

(3) CHICAMAUGA INTSXN - the intersection of the Chattanooga, Tenn., ILS south course and the Chattanooga VOR 223° magnetic radial.

(4) TIOGA INTSXN - the intersection of the Dallas, Texas, VOR 336° magnetic radial and the Fort Worth, Texas VOR 032° magnetic radial.

(5) HONEA INTSXN - the intersection of the Greenville, S.C., ILS south course and the Anderson, S. C. VOR 078° magnetic radial.

REDEFINED

(1) GRANTSVILLE INTSXN - intersection Pittsburgh, Pennsylvania, VOR 137° magnetic with Johnstown VOR radial at a point 70 statute miles from the Pittsburgh VOR station.

✓ AIR ROUTE TRAFFIC CONTROL BOUNDARY AND FLIGHT ADVISORY AREA BOUNDARY AMENDMENTS: The following amendments are effective March 15, 1955, concurrent with establishment of VOR civil airway No. 178 and 179.

(1) MEMPHIS - ST. LOUIS CONTROL BNDRY is established on VOR civil airway No. 178 and ARC 20 statute miles southeast Farmington, Missouri VOR. VOR civil airway No. 179, 35 statute miles north Paducah, Ky., VOR.

(2) MEMPHIS-ST LOUIS AND INDIANAPOLIS FLIGHT ADVISORY BNDRY IS revised as follows: a line direct from the east edge of VOR civil airway No. 178, 20 statute miles southeast Farmington, Mo., VOR to VOR civil airway No. 179, 35 statute miles north of Paducah, Ky., VOR direct to the west edge of VOR civil airway No. 11, 50 statute miles northeast of Paducah, Ky., H facility. St. Louis - Indianapolis Flight Advisory Boundary: From south edge of VOR civil airway No.4 south 45 statute miles NW of Evansville, Ind. VOR direct to east edge of VOR civil airway No. 179, 35 statute miles north of Paducah, Ky., VOR.

✓ LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

AHD	Ashland, Ky., Ashland-Boyd County Airport (Assignment)
EFK	Newport, Vt., Newport Airport (Assignment)
SUY	Sunny Isles, Fla., Heliport (Assignment)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, danger area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: - Because of space limitation such items are cited only once. The erection or removal of radio station towers, water tanks, oil derricks and permanent airport obstructions are examples of material cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.

**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158° T) at lat 33-29-06, long. 85-48-32. (7-21)

BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)

BIRMINGHAM ARPT-TOWER: Feb 4, ASR shut down - modification. FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24) (2-21-55)

ALABAMA: EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing runwys and using taxi strips.

GUNTERSVILLE ARPT: Closed. (12 20)

HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)

MOBILE RADIO: VOR flgt-checked on arwy radials only.

**MOBILE-BATES ARPT: 573' (743' MSL) lgtd TV twr erected 18 n mi E 95°T at lat. 30-39-33, long. 87-53-33. (12-29)

MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)

MONTGOMERY-DANNELLY FLD-TOWER: All components of ILS, except LOM operg on ** test basis. Lclzr 109.9 mc. Glide slope 333.8 mc. LMM 201 kc. FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. (12-16)

TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling off glider operg intermittently on rnwy daylgt hrs during VFR. (1-13)

TUSKEGEE-MCTON FLD: Caution-pipeline across rnwy. (10-1)

ARIZONA: AJO ARPT: Bcn and bndry lgts inop. (2-11)

CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn.

COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.

HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)

PHOENIX-RADIO: LF rng has severe interference durg hrs darkness. (1-22)

PHOENIX-LUKE AFB-RADIO: USAF VFR/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)

PRESCOTT-RADIO: VOR radials 185°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000'.

TUCSON-RADIO: DME and VOR coverages lmtd to 35 n mi at 11,000', 0°-12°, 60°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period-relctn.

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headins of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads.

YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Only rnwy 17/35 lgtd. Caution - const apch end rnwy 03 and taxiways. (1-27)

ARKANSAS: **BEAVER-SHIELDS ARPT: Abandoned. (1-31)

HARRISON ARPT: New NW/SE rnwy under const. Fld clsd for ngt operns. (12-16)

HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip on fld. (12-22)

**JOINER-WILSON FLD: Abandoned. (2-4)

LITTLE ROCK-ADAMS FLD: ILS lclzr bldg being erected 500' NE of apch end rnwy 22, cable lying from W side of fld running E/W approx 1000' N of S end rnwy 18/36. Glide path bldg to be erected W side rnwy 04/22, 1000' NE apch end rnwy 4. (1-7)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.

WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and cours roughness. (4-4)

CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.

BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.

BAKERSFIELD-KERN COUNTY ARPT-TOWER: Feb 8, ILS OM shut down until approx Mar 1 - relctn. (2-16)

BLUE CANYON ARPT, SITE 13 SFO-SLC: Closed - snow. (1-16)

BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.

CALIFORNIA: BRAWLEY ARPT: E/W rnwy clsd - construction. (12-16)

BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on rnwy 7. These lgts are in addition to regular hi-intensity apch land and rnwy lgts. The quartz lgts at threshold of rnwy 7 will oper intermittently during this test period.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000; (9-15)

DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.

EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi. (4-14)

**EDWARDS-PANCHO BARNES ARPT: Delete from records. (1-27)

EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj to arpt. Caution - use at own risk. (12-16)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)

FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)

FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard, marked. (11-17)

GASQUET ARPT: N side of strip clsd-const. (12-16)

KLAMATH-McBETH FLD: Closed-high vegetation. (12-16)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)

LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19) Caution - hvy simulated inst apch tfc on ILS and LF rng during VFR conditions. (11-19)

LONG BEACH-EAST LONG BEACH ARPT: Caution - const W side NE/SW rnwy and S side E/W rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.

LOS ANGELES INTERNATIONAL ARPT-TOWER: Jan 31, ASR shut down for approx 4 mons. modernization. (2-1) FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of rnwy 34 and last 1000' of rnwy 29. Equip on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just west of arpt. All jet acft departing rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. (1-17)

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt. (1-14) DME coverate 80°-120°, 43 n mi at 6000'; 120°-175°, 43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13.000'; 350°-0°, 35 n mi at 13,000'. (6-12)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

CALIFORNIA: PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

★RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14) Correct LF rng lat. 40-06-51; long. 122-14-11. Correct VOR lat. 40-05-57; long. 122-14-07. (2-4)

RIALTO-MORROW ARTT: Closed on Sunday-Drag races. (12-16)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7,000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

**SALTON SEA: Estab. of practice aerial mining range within the following area: beginning at lat. 33-19-43; long. 115-41-10; thence to lat. 33-20-31; long. 115-40-27; lat. 33-19-33, long. 115-39-16; lat. 33-18-45, long. 115-40-00 thence to point of beginning. All practice will be conducted at or below 700' -activities will be restricted to daylgt hrs on Mon thru Fri. Weather conditions at the time of use will be VFR. Controlling agency: Eleventh Naval District. (2-1)

**SAN DIEGO: Effect. Mar. 1 estab. alt. of Warning Area W-290 changed to: Unlimited.(2-1)

SAN DIEGO-RADIO: VOR has light to moderage scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000'; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO INTERNATIONAL ARPT-TOWER: Sept 27, ASR shut down until approx. Mar 1, modernization and move to new twr. (12-9) FLD: Caution - dip in Rnwy 28L-10R W of Rnwy 1R-19L. (12-18)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340° - 135° clockwise below 11,000'.

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZI, freq 407 kc, unreliable. Multiples all courses. Usable for homing only.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000' 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)

**SANTA CRUZ-CAPITOLA ARPT: Abandoned. (1-6)

**SANTA ROSE-SONOMA COUNTY ARPT: Feb 15, Unicom cmsnd on 122.8 mc. (2-17)

**STOCKTON ARPT: Hi-intensity rnwy lgts Rnwy 11-29 cmsnd. All rnwys avail for use xcpt lgt acft portion of Rnwy 11-29. Open ditches boardering all taxiways, unmrkd. (2-1)

**STRATFORD-SCHWARTZ FARMS ARPT: New fld. 2 s mi SE at lat. 36-10-00; long. 119-49-00. Elev: 195'. One strip 60' x 2525'. No serv. Type: L. (1-27)

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips.(6-18)

COLORADO SPRINGS-PETERSON FLD: Beacon inop.(9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable beyond 40 n mi below 8800' from 119°-340° due to terrain. (2-8)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21.Hvy air tfc N and E due to extensive instrument trng.Flashing amber lgt in segmented circle indicates rgt hand tfc.

**HOLYOKE MUN ARPT: Abandoned.(1-24)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat. 38-16-53; long. 104-48-00, conducting demolition work-days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 nl mi ENE (72°T) at lat 40-38-05; long. 103-08-15.(9-15)

**VERNON-DICKSON ARPT: New fld. 5 s mi SW. NW/SE Strip 4500' x 60'. Elev: 3800'.

COLORADO: 80 oct. 20' p-line S.(1-21)

CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 15-33 closed.(2-11)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.(1-28)

WAREHOUSE POINT-SKYLARK AIR PARK: Closed intermittently, fld soft, mrkd.(2-7)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285°, 35 n mi at 3000'; 285°-320°, 43 n mi at 3000'; 320°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

WILMINGTON-NEW CASTLE COUNTY ARPT: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500'MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only.(11-25)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5° S. LF rng has auto voice ident on test basis. (8-10) TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt; (a) acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin Bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S end terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and thru const area.(10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.

FLORIDA: CROSS CITY-RADIO: Feb 3, VOR on 117.7 mc flgt-checked, operns normal on Arwy radials 152° and 307°. Other azimuths not flgt-checked. (2-8)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FT. MYERS-RADIO: VOR usable on arwy radials only. Pilots conducting VOR apchs to Page arpt should disregard VOR signals between VOR and arpt, due extreme course roughness of VOR radial 042°.(1-10)

**HOLLYWOOD-NORTH PERRY ARPT: 549' (553'MSL) lgtd twr lctd lat. 25-57-27; long. 80-12-43, 3.0 n mi SSE (147°T). (2-4)

HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution - E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type landings during daylgt hrs. About February 25, NE course LF range will be realigned to 214°. (2-4)

JACKSONVILLE-RADIO: Receiving freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route altitude. VOR unusable 180°-280°, with exception approach course 248° usable to 9 nautical mi. (1-7)

JACKSONVILLE-IMESON ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control.(1-7)

KEY WEST-MEACHAM FLD: Large or fast acft taking off from Rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Meacham fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Caution-const 600' ext to apch end Rnwy 8. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to condition of rnwys.(2-17)

MIAMI: Effect Mar 15, 1955, that portion of Caution Area C-172 and Warning Area W-173 which overlap airway from Miami LF rng direct to Key West LF rng, be rescinded.(12-14)

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDO-RADIO: DME and VOR usable dist 35 n mi at min en route alt. (10-22)

ORLANDO-PINECASTLE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: Caution - men and equip. on fld.Use paved rnwy only.(2-7)

(2-21-55)

[redacted]: PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. AUGUSTINE ARPT: E/W Rnwy open for tfc, all other rnwys closed - dredging operns.

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Caution - men and equip E center of fld. Acft taxi only on yellow lined taxi strip and on concrete areas of passenger ramp W of twr. (2-17)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: ILS glide slope operg on test basis at 400' from old position up rnwy toward lclzr. Glide angle:2.75°; unmonitored. (12-31)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

**TAMPA-KNIGHT ARPT: 828'(868'MSL) lgtd TV twr erected 7.2 n mi E(99°T) at lat 27-53-55; long. 82-19-16. (1-26) 1134' MSL TV lgtd twr erected 11 n mi (115°T) at lat 27-50-26; long. 82-15-47. (11-30)

VERO BEACH-RADIO: DME and VOR coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)

**WEST PALM BEACH-PALM BEACH CO. PARK ARPT: 165'(183'MSL) lgtd rdo twr erected 11.8 n mi NE (303°T) at lat 26-41 32; long 80-16-30. (2-5) 549' (MSL) lgtd TV twr erected 13.4 n mi N (3°T) at lat 26-49-07; long. 80-04-30. (8-12) All rnwy lgts inop. (10-30)

[redacted]: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adjacent to following courses:20°, 85°, 205°, 279°, 320°from stn.

ALBANY ARPT: Rnwys 9-27 closed to ngt aircarrier operns. (2-14)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

ATLANTA-RADIO: VOR courses 030°-095° and 285°-330° rough and unusable; other courses have occasional roughness. (1-21) About Feb 21, VAR voice feature will be decmsnd. Class: VARW. (2-3)

**ATLANTA-FULTON COUNTY ARPT: 450'(1550'MSL) lgtd TV antenna erected 5.9 n mi E (82°T) at lat. 33-47-36; long. 84-24-22. (8-14)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable(7-1

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (12-16)

CAMPBELLTON-RADIO: About April 1, LF rng will be decmsnd. (1-14)

**CHIPLEY-IDA CASON GARDENS ARPT: New Arpt. Type: P. Lat. 32-50; long. 84-51. Lctn: 2 mi S. No. of rnwys: 1. Elev: 904'. Lngst rnwy & facs: 31. (11-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)

**ELBERTON ARPT: Abandoned. (1-25)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt 35 n mi in all azimuths.

NORCROSS-RADIO: About Mar 1 VOR fac will be completed and cmsnd. (12-29)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All courses moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (6-10) VHF/DF opers 0700-2200, Mon-Sat; 1200-2200 Sun; 30 min notice other times. (1-12)

[redacted]: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000 beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi.(11-9)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)

DIETRICH ARPT: Closed to all acft except for ski-equipped - ice and snow. (1-17)

DUBOIS ARPT, 23, SLC-GTF: Closed - drifted snow. (2-11)

MALAD CITY-RADIO: VOR usable dist 0° - 20° and 50° - 60°, 35 n mi at 12,000' (3-9)

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Homer. Training status. Opers: 0800-1700, Mon-Fri. (1-4)

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist limtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)

[redacted]: **REXBURG ARPT: Bcn perm discontd. Bndry lgts oper on req only. (1-10)

TWIN FALLS-RADIO: VOR radials 115° - 150° usable dist limtd to 30 n mi at min terrain clearance alt.

TWIN FALLS ARPT: Men and equip working in open trench off end Rnwy 30 - Caution.(9-3)

WEISER ARPT: Closed to all operns - snow. (1-9)

[redacted]: **SPECIAL NOTICE: Two 247' twrs erected 1 mi N Grand Tower, Ill. One each side Mississippi River with cable running between. One steady red lgt at top of each twr.

BELLEVILLE-SCOTT AFB RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi. (3-17)

BENTON ARPT: Caution - new N/S rnwy under const. (10-5)

**CARMI ARPT: Abandoned. (1-6)

CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550'(1224'MSL) lgtd rdo twr being erected 14.3 n mi W(260°T) at lat 39 59-56; long. 88-37-53. (7-14)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

**CHICAGO-ELMHURST ARPT: All takeoffs and lndgs on N/S and NE/SW rnwys, use right-hand tfc pat. (2-3)

CHICAGO-MEIGS ARPT: 311'(1504'MSL) lgtd twr being erected 1.7 n mi NNW (339°T) at lat. 41-53-05; 87-37-23. (2-14)

CHICAGO-MIDWAY ARPT-TOWER: TVOR course roughness beyond 20 n mi exceeds 2° tolerance by approx 1° between 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' to xiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N,

**DANVILLE-VERMILION ARPT: Abandoned. (1-13)

DE KALB ARPT: Unlgtd 34' pole line 100'W. (1-5)

**GALESBURG-MUNSON ARPT: Abandoned. (1-6)

**GRAYMONT-CARROLL ARPT: Abandoned. (1-13)

JOLIET-RADIO: About Feb 21, VOR will be cmsnd. Freq: 114.4 mc. Ident: JOT. Lctd at lat 41-33-18, long. 88-12-16. Monitoring category (1). Class: BVOR. (1-28)

JOLIET ARPT: Joliet Arsenal 6.9 n mi SE advises demolition explosions thru Feb 28, from 1200 to 1230 daily Mon thru Fri. Fragments reach 1000'. (2-3)

KEWANEE ARPT: Closed - under const. (10-19)

LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long 88-08; 12 n mi NNW (340°T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twr, 123', not mrkd or lgtd.

**MARION AIRPARK: Closed. (2-14)

**MARION-WILLIAMSON COUNTY ARPT: Lgtg designation:BL4. Attended 24 hrs. (2-14)

PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-day lgt hrs. (9-7)

PEOTONE-RADIO: VOR coverage limtd between 39 and 43 n mis at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-16) VOR cmsnd. Data too late for ANRA.

ROBERTS-RADIO: Soon VOR will be cmsnd. Freq: 116.8 mc. Ident: RBS. Lctd at lat 40-34-54, long 88-09-54. Monitoring category (3). Class: VORW. (1-28)

TROY-RADIO: About Mar 25, VOR will be cmsnd. Freq: 117.2 mc. Ident: TOY. Lctd at lat 38-42-20, long. 89-55-06. Associated INSACS: St. Louis, Mo. Monitoring category(1). Class: VORW. (1-26)

**WARREN-EVERGREEN ARPT: Abandoned. (1-18)

**WEST FRANKFORT ARPT: Abandoned. (1-6)

**WOODSTOCK ARPT: Abandoned. (1-6)

[redacted]: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approximately 29 statute miles north of the Terre Haute LF range between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.

INDIANA: AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167° T) at lat 41-20-09, long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of Restricted area D-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-ATTERBURY AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W Strip clsd - const.
EVANSVILLE-DRESS MEMORIAL ARPT: N/S Rnwy unlgtd and clsd to ngt operns until Feb 20. Caution - construction along edges. (1-25)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. (6-18)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 335.0 mc serving N/S Rnwy. DME lctd in laboratory N side fld, Channel 64, Mode C. Directional lclzr 110.3 mc serving E/W Rnwy. One VORW on 112.9 mc testing intermittently. TVOR on 114.4 mc has voice ident and about Mar 7, freq will be changed to 111.4 mc. (2-7)
INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: All acft and all jet acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable ctl tfc on taxiway from SE hangar to Turner ramp. (2-11)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
**LOGANSPORT-WILLIAMSON ARPT: New fld. Type: P. lat 40-50, long. 86-30. 6 s mi NE Elev: 770'. 2 strips (sod). Longest Rnwy and Facs: 20-S5. 80 oct. P-line W. (1-19)
MADISON: Frequent violations of the Restricted area approx 4.3 n mi N have been reported Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
**MARION-WESTSIDE ARPT: Unicom oper sunrise - sunet. Ngts on req. (1-12)
RISING SUN ARPT: Caution - extreme S end of N/S Strip is fresh fill dirt.
**SALEM-BOS-DENIEN ARPT: Abandoned. (11-10)
**SELMA-HUFFMAN ARPT: Abandoned. (11-24)
**SHOALS-STILES ARPT: Abandoned. (12-1)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn.
TERRE HAUTE-HULMAN FLD: Const SW end NE/SW Rnwy, mrkd; 4849' NE end open.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp on Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
SIOUX CITY-RADIO: DME coverage 77°-130°, 35 n mi' 172°-244°, 26 n mi at min en route alt.
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68° T) at lat 42-34-27, long. 96-22-11. (7-14)
**VICTOR-SMITH FLD: Closed. (1-18)
**WEBSTER CITY ARPT: P-line along road immediately N end of N/S Rnwy, approx 25' high
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of P-line varying from 12' to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
COFFEYVILLE ARPT: Caution - const. Men and equip. on fld. (3-25)
**DODGE CITY ARPT: Luminescent mrkrs installed both sides NE/SW Rnwy for ngt opern.
DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30. East 3000' E/W Rnwy remain open. (11-5)
**GREAT BEND ARPT: 2875' (MSL) lgtd twr erected 5.6 n mi NE (46° T) at lat 38-25-54, long. 98-46-24. (12-3) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (9-15)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vicinity of jet acft blast. (9-21)
MANHATTAN ARPT: Effect. Mar 1, controlled mortar firing will be established within the following described area: beginning at lat 39-10-43, long. 96-40-55; thence to lat 39-070 54, long. 96-40-55; lat 39-07-54, long. 96-43-00; lat 39-09-23, long. 96-43-00 thence to point of beginning. Time of use: Unlimited. Established altitude: surface to 200'. Controlling Agency: Commanding General, Ft. Riley, Kans. (1-18)
**MEDICINE LODGE ARPT: Jan 27, NE/SW and NW/SE Strips perm closed. No service or fuel avail. (2-2)
OSBORN ARPT: Strip lgts inop. (12-31)
OTTAWA ARPT: Use turf strips with caution. (11-1)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PRATT ARPT: Bcn inop. (12-16)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd - use sod portion. (6-10)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)
ULYSSES ARPT: All strip lgts inop. (12-16)
**WICHITA ARPT: 1079' (2449' MSL) lgtd TV twr erected 8.7 n mi NW (328° T) at lat 37-46-54, long. 97-31-10. (10-18) 128' lgtd steel water tank being erected 0.4 n mi ESE of SE corner of arpt., at lat 37-38-34, long. 97-24-45. (11-8)
WICHITA-BEECH ARPT: Bldg const W side of fld. N hald NW/SE Rnwy clsd. Equip. on fld. Contact Beech Tower for landing instructions.
WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acct to/from Cessna Fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511, ext 351. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc; 122.5 mc. Listen 278kc; 119.5 mc or range voice channels. (4-28)
KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)
DANVILLE-GOODALL FLD: All lndg area clsd - const. Temporary 1700' N/S Strip in use located W of closed N/S Strip. (10-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
**LEXINGTON-BLUE GRASS ARPT: 654' lgtd guyed twr lctd lat 38-03-55, long. 84-29-13, 5.5 n mi ENE (70° T). (1-8) Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of Rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)
★LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. Feb 18, trans & rcvr 120.3 mc cmsnd, simultaneously trans & rcvr 119.1 mc decmsnd. Rcvd too late for inclusion on ANRA page. FLD: 60' booms off apch ends Rnwys 24 and 19-caution durg daylgt hrs. (2-11)
PADUCHA-RADIO: VOR has moderate bends in NE quad. (7-14)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)
LOUISIANA: ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.

(2-21-55)

LOUISIANA: **ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (592'MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat. 31-18-22; long. 92-24-56. (7-25)

**BATON ROUGE-EAST BATON ROUGE PARISH ARPT: 954' (1002'MSL) lgtd TV twr erected 4.0 n mi W (257°T) at lat 30-25-57; long. 91-11-08. (2-14)

BATON ROUGE-RYAN ARPT: S taxiway between Rnwys 35-31 closed. (12-9)

LAFAYETTE ARPT: Rnwy 10-28 closed to all ngt operns. (2-11)

LAKE CHARLES: Warning Area W-377 is modified as follows: Name: Lake Charles, La. Description: Latitude 29-05-00, longitude 94-00-00; latitude 29-25-00, longitude 94-00-00; lat. 28-30-00, long 92-15-00; lat 28-10-00, long. 92-15-00 to point of origin. Time of Use: Daylgt hrs, 7 days a week. Altitude: Surface to unlimited. Controlling Agency: Alexandria AFB. La. Effective date: March 8, 1955. Activity; Air-to-air gunnery.

MINDEN MUN. ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat. 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alt. below 2000'. (12-20)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4 14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)

**MORGAN CITY-BROWN & ROOT ARPT: 300' (307'MSL) lgtd rdo twr erected 22 n mi E (98°T) at lat 29-36-17; long. 90-42-31. (2-11)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)

SHREVEPORT: Effective Mar. 8 1955, the following controlled firing area will be estab; Name: Louisiana Ordnance Plant Controlled Firing Area #1 Description: Within a radius of 2000' from a point at lat 32-33-45, long. 93-27-15. Activities: Decontamination of heavy equip. by use of explosives. Time of Use: 0800-1630 daily. Controlling Agency: Commanding Officer, Louisiana Ordnance Plant, Shreveport, La.

SHREVEPORT: Effective Mar 8, 1955, the following controlled firing area will be estab: Name: Louisiana Ordnance Plant Controlled Firing Area #2. Description: Within a radius of 1500' from a point at lat 32-34-40, long. 93-22-00. Activities: Ballastic acceptance tests of ammunition. Time of Use: 0800-1630 daily. Controlling Agency: Commanding Officer, Louisiana Ordnance Plant, Shreveport, La.

SHREVEPORT BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular -caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S Rnwy.

WELSH ARPT: E/W Rnwy closed - repairs. (9-28) Beacon inop. (10-4)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.

**AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 closed acft over 15,000 lbs and to all acft winter months. (12-31)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Rnwy 5-23 closed to wheel-equipped acft- rnwy will not be plowed durg winter season. (1-3)

LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous-broken pavement, patches. Ctc lgts inop. (11-30)

PRESQUE ISLE-RADIO: VOR usable dist 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance 150°-240°, 35 n mi 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W Rnwy.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: DME and VOR usable dist 35 n m at min en route instr alt. (4-29)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-35° at 2000'; 350°-15° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S Rnwy clsd-parked military acft. Taxi strips leading to City Hangar remains open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W Rnwy. Rnwy mrkd to show where

MARYLAND: 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's descretion.

RIVERDALE-ERCO FLD: Effect. Feb 28, there will be no maint. service, tiedown, gas and oil. (1-26)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BOSTON-RADIO: Max. usable dist all VOR radials 26 n mi at min instr alt. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. (4-20) FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft takeoffs prohibited from Rnwys 4L and 33. (10-2) Takeoffs in northeasterly direction Rnwy 4L and lndgs in S westerly direction Rnwy 22R prohibited. (10-4) First 1090' Rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE takeoffs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy, during both IFR and VFR. (10-29)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to Rnwy 24 avail during drizzle. (7-21)

NORWOOD ARPT: 849' lgtd twr erected 3 n mi NE (48°T) at lat 41-12-42; long. 71-06-51.

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (12-30)

BATTLE CREEK-KELLOGG FLD: Men and equip on fld, days. (10-13)

**CADILLAC ARPT: 1202' (2988'MSL) lgtd twr erected 8.2 n mi. SSE (153°T) at lat 44-08-12; long. 85-20-33. (11-4)

CARLETON-RADIO: About Mar 15, VOR will be cmsnd. Freq: 114.9 mc. Ident: CRL. Lctd at lat 42-02-53, long. 83-27-27. Monitoring category (l). Associated INSACS: Detroit, Mich. Class: BVOR. (1-28)

**DAVISON-SEELY'S ARPT: Abandoned. (12-23)

DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11) About Mar 15, VOR will be demsnd. (1-28)

**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295°T) at lat 42-48-59; long. 83-12-20. (7-23)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail for lgt acft only. (5-24).

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE Rnwy under const. (6-3)

**FOSTORIA-FORREST ARPT: Abandoned. (12-23)

GAYLORD-OSWEGO COUNTY ARPT: 1000' W end E/S Strip under const - clsd. (11-14)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, broken in spots. Caution. (1-17)

**KALAMAZOO ARPT: 955' (1940'MSL) lgtd TV twr erected 13 n mi NNE (08°T) at lat 42-24-57; long. 85-31-49.(7-18)

LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)

LANSING-CAPTIAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)

MARLETTE ARPT: Rot. bcn inop. (1-3)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S Rnwy clsd to twin and multi-engine acft over 10,000 lbs. gross wt. (8-27)

MICHIGAN: PELLSTON-EMMET CO. ARPT: E/W rnwy clsd winter months - ice and snow. (1-4)
**PLYMOUTH-TRIANGLE ARPT: Abandoned. (1-26)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)
SAGINAW-RADIO: About Feb 23, H fac will be shut down for relctn. About Feb 27, trans & revr 243.0 mc will be cmsnd at relctd fac. (2-2)
✱SAULT STE MARIE-KINROSS AFB-RADIO: USAF VHF/DF also opers 137.88 mc.(2-17)
STAMBAUGH ARPT: N/S rnwy avail. wheeled-acft. Ski-equipped acft use caution.(1-24)
**TECUMSEH ARPT: New arpt, 4 s mi NE at lat. 42-02; long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (1-14)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)
BIMIDJI ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.2 mc ident: BJI. (10-25)
BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. (10-25)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths.
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.2 n mi SE (135°T) at lat. 46-47-20, long. 92-06-51.(7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140°T) at lat. 46-47-08; long. 92-07-15. (8-4)
EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. (10-25)
INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. freq: 111.8 mc. Ident: INL. (10-25)
LITTLE FALLS ARPT: Closed.(9-10)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated.(12-14)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-8)
ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. (10-25)
MISSISSIPPI: BROOKHAVEN ARPT: New arpt under const approx 2 mi NE.(1-17)
**BROOKHAVEN-ULMER FLD: Abandoned. (1-18)
GREENWOOD-RADIO: VOR usable on arwys only.(5-9) Freq: 3023.5 kc unreliable. DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°,26 n mi at 1700'; 175°-210°,35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800',
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 min pat. in use. Three acft in pat-one over rnwy every four minutes.
MERIDIAN-RADIO: VOR usable only along Arwy Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement.(4-27)
**RAYMOND-WILLIAMS ARPT: Effect. Jan 2, 1955, 150' lgtd oil derrick will be constructed W side of arpt.(12-22)
MISSOURI: BLUE SPRINGS-RADIO: About Mar 25, VOR will be cmsnd. Freq: 116.2 mc. Ident: BSP. Lctd at lat. 39-02-47; long. 94-15-30. Monitoring category (3). Class: VORW. (1-28)
BRANSON-MEMORIAL ARPT: Two stationary steel twrs 3 mi S; 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL. Two 2000' cables will connect twrs and span White River-mrkd.(2-14)
**CAPE GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352°T) at lat. 37-20-25; long. 89-35-21.(8-25)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off.(4-12)

MISSOURI: JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30°T) at lat. 38-41-28; long. 92-05-43.(9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation.(7-15)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd Sod areas restricted, use taxiways. Extreme caution-men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345°T) at lat 39-05-03; long. 94-30-57. (7-9)
MALDEN-RADIO: Jan 25, VOR shut down until approx Mar 10 - modification.
**MALDEN ARPT: Clsd civil acft. Caution-extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed.. Use N/S Rnwy next to theatre. (6-5)
**ST. LOUIS-LAMBERT FLD: 678.5' lgtd TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09. (1-3)
ST. LOUIS-LAMBERT FLD: Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)
ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156 x 42 hard surfaced. E/W rnwy 2900 x 200', sod. (12-9)
**ST. LOUIS-SMARTT FLD: Right hand tfc pat. approved for rnwys; right 045, 090,135,180, 225,270,315, and 360, in addition to stand. left hand pat. for all left rnwys. (1-3)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW Rnwy only. (12-17)
SEYMOUR-OWEN FLD: Caution-soft along sides and SW end NE/SW Strip. Land at own risk. (1-21)
✱VICHY-RADIO: Correct VOR lat 38-09-15, long. 91-42-24. (2-4)
WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)
MONTANA: BOZEMAN-RADIO:. DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100° 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)
CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi;55°-70°26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)
✱GREAT FALLS-RADIO: Feb 18, LF rng freq chgd to 371 kc. Data too late for ANRA page.
GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)
HELENA-RADIO: VOR figt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
LEWISTOWN-RADIO: VOR figt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000; 250°-280°, 35 n miaat 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11.000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MULLAN PASS-RADIO: DME and VOR coverage 300°340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)
ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

(2-21-55)

MONTANA: WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-270°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (6-2)

BEATRICE ARPT: E/W strip open days only for lgt acft.

GRAND ISLAND ARPT: Caution - const approx 1000' N of S end and along W edge of ramp. Area mrkd and lgtd. (1-27)

HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips.

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' on an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 120°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

ELKO-RADIO: Arwy radials 039°, 073° and 240° only flgt-checked. Usable dist of other courses may be lmtd in some areas due to mountainous terrain.

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) Effect Feb 12, all pilots contemplating flgt within a 200-mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000'; 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 50°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000' 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n m9 at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000' 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO ARPT: 1500' new rnwy const N end of 16-23 closed. (1-24)

RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°. (11-30)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°, 35 n mi at 12,000'; 345°, 015°, 43 n mi at 10,000'.

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (Tel Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (Tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 1000°-120°, 26 n mi at 2000'. (7-2)

**CONCORD ARPT: Broken pavement on taxiways. (4-29) Unicom 0830-1700 daily except Sat, Sun, and holidays. (2-4)

KEENE-RADIO: H fac usable dist 20 n mi under normal conditions. Intermittent interference durg hrs of darkness. (1-20)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NEW JERSEY: BRIDGETON-BUSK'S ARPT: From Dec 1, 1954 to Apr 1, 1955, arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi; 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330° 60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW rnwy.

COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat 39-49 00, long. 74-25-53.. Operg on test basis only. Freq changed temporarily to 116.8 mc on Dec 16. (12-16)

NEW JERSEY: MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Mon-military glider operns week-ends. (4 12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and flighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2 way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to rnwy 29 in seaport channel. Acft stay on paved surfaces. (11-8) Manhole open during daylgt hours in sand area 30' E of rnwy 4/22 rnwy lgts.-mrkd. Bridge under const 2 mi E of apch end rnwy 29. Crane Booms from 170' to 400' high.-lgtd. (12 2) MILITARY: Clsd to mil acft xcpt on official orders. Clsd to all fighter type aircraft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc tower 30 min prior to landing. Restrictions are not applicable to N. J. Air National Guard T-6, F 51, F-47 and B-26 type aircraft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use runways only. 50' unlighted stack on hangar 150 yards E of apch rnwy 24. Extreme caution Taxiing on W end of S taxiway and to and from runway 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as runway 14-32 for civil and military acft of gross rated take-off weight under 9,000 lbs. Runway 32 clsd for take-offs, runway 14 closed for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip on fld days. Const N of hwy apch end rnwy 24 and adj to all paved surfaces. Clsd to jet fighter type aircraft. (10-16) 65' booms daylgt hrs only, - const for extension of all runways at apch ends rnwys: 1, 6, 32. (2-10)

TRENTON-MERCER COUNTY ARPT: Acft using rnwy 24 on take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of rnwy 16. Men and equipment center of field. (1-20)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Rnwy 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredictable high E/W winds or possibility rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until Apr. 1, 1955. (2-11)

CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (2-14)

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)

FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955, in area lctd approx 7.8 n mi SE. (9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

HOBBS LEA COUNTY ARPT: Hi-intensity lgts rnwy 3-21 inop. (1-5)

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn. About Feb 21, VOR will be shut down until approx Mar 2 - modernization.

LAS VEGAS ARPT: Fld lgts inop. (8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW (310°T) at lat 32-57-28; long. 103-21-13. (9-17)

OTTO-RADIO: VOR radials usable 26 n mi. (12-1)

ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38 00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar surveillance. (6-8)

ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist. (10-28)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000' MSL. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)

NEW YORK: ELMIRA-RADIO: VOR has roughness in all quads. (9-4)
ELMIRA-CHEMUNG ARPT-TOWER: Effect. Mar 16, hrs of opern will be 0700-2300.
FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd - acft parked on rnwy. (2-10)
GOUVERNEUR ARPT: Closed until Spring 1955. (11-22)
HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable. to be used for homing fac only. (10-20)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.
ISLIP-MacARTHUR ARPT-TOWER: About Feb 22, trans & rcvr 121.7 mc will be decmsnd.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR terrain causes bends from 82° thru 90° to 230°. (10-5)
MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs, Mon thru Fri, within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Ft. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.
NEWBURGH-STEWART AFB-RADIC: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt., N. J.
NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Rnwys 1L-19R and 7L-25R closed. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control twr-highest arpt structure. Men, equip. adj Rnwy 4-22 (6-1) Caution, when taxiing Taxiway A due to acft running up on clsd Rnwys 7L-25R S of intsxn with Rnwys 13L-31R. (8-3) Clsd to fighter type acft. (8-18) Caution, cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts. (10-14) Clsd to motorless acft. Access to E and W gate positions terminal apron via taxiway CC. Perm bldgs 75' MSL lctd 2000' W, 1000' N of taxiway CC overpass. (1-24) Taxiway X east of Taxiway CC clsd to acft movement.
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad LOM auto. voice ident usable dist 9 n mi. All inbound acft shall make initial ctc with La Guardia apch ctl on 119.9 mc regardless of weather. Soon, freq 121.7 mc will be cmsnd. About Feb 22, freq 121.9 mc will be decmsnd. (1-10) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrying high govt offls. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. All helicopter lndgs other than those acft based at La Guardia will be made at area immediately N of painted helicopter circle at Marine Air Terminal. All acft use Taxiway 3 to and from Marine Air Terminal (5-27) Acft remain clear of striped area vicinity glide slope shelter at Marine Term apron. (8-6) An 8 by 4' open ditch adj to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31. (11-26) Strobe bcn apch end Rnwy 13 inop. (12-21)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy closed Sat all day and Sun to 1200. Do not use grass for take-offs and lndgs or taxiing, if soft. No ngt take-offs or landings permitted due to New York City law. S end N/S Rnwy uneven. (12-8)
NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. (12-23)
**ONEONTA ARPT: Closed. (12-21)
PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vicinity of T type hangars. Caution - taxiing in these areas. (1-24)
ROMULUS: Caution - hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat 42-46-59, long. 76-53-06.
SAYVILLE ARPT: Rgt turns after landing. Taxi left side strip.
SCHENECTADY-COUNTY ARPT: New Rnwy 4-22 open, 7000'. Caution-billboard on apch to Rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' Rnwy 22 and N end of taxiway serving Rnwy 22. (12-15)

NEW YORK: SCHENECTADY-INTERCITY ARPT: Abandoned. (2-3)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29)
SYRACUSE-HANCOCK ARPT: First 1000' E end Rnwy 10-28 clsd; usable portion 7000'.
WALDEN-NEWBURGH-WALDEN ARPT: No services avail, Mondays. (11-19)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95° T) at lat 43-57-16, long. 75-43-45 - Completed. (10-18) All rnwys, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF VHF/DF unreliable inbound headings 141°-179° below 3000'. (1-24)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' Rnwy 23 not visible from ctl twr. (2-1)
NORTH CAROLINA: CHARLOTTE-RADIO: About Mar 1, VOR will be cmsnd. Freq: 117.2 mc. Ident: CLT. Lctd at lat 34-59-24, long. 80-57-30. Bear. & dist.: 6°, 13.0 n mi. Elev: 644'. Monitoring category (1). (1-10)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. About Mar 8, ILS LOM freq will be changed to 242 kc. (2-17) FLD: Ctl twr atop new admin bldg not attended. Watch old twr for light signals. (1-10)
CLINTON ARPT: Men and equip. on fld. Use at own risk. (12-16)
**DUNN ARPT: Closed. (1-27)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285° T) at lat 36-06-39, long. 78-56-19. (7-20)
ELIZABETH CITY-RADIO: DMF coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to Rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177° T) at lat 35-34-15, long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi of stn. (12-15)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi. (2-15)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-210°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between Rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000' Rnwy 14-32 closed to acft of more than 25,000 lbs xcpt in emerg.
ROCKY MOUNT-RADIO: VAR has moderate course roughness and bends along Visual courses both sides of stn. (11-13) About Feb 28, VAR will be decmsnd for relctd and conversion to VOR. About Apr 28, VOR will be cmsnd. Freq: 115.9 mc. Lctd at lat 35-58-42, long. 77-42-09; 4.2 n mi E Rocky Mount Arpt. (2-4)
WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)
WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between Rnwys 16 and 23 and final apch leg and first 1300' of Rnwy 23. (11-10)
NORTH DAKOTA: ★ASHLEY-RADIO: Feb 17, MHW freq chgd to 230 kc. Data too late for ANRA.
BISMARCK ARPT: Obstn lgts apch end Rnwys 26, 35 inop. (11-30)
GOLVA-RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
**JAMESTOWN ARPT: 1620' MSL lgtd elevator erected 1.1 n mi SSW of SW end NE/SW Rnwy.
LANGDON ARPT: NW/SE Rnwy clsd, const. E W Rnwy lgtd. Lgts avail. on req. (11-1)
**MANDAN ARPT: Type changed to: "L". No fuel - unattended. (1-6)
★MINOT-RADIO: Correct LF rng lat 48-13-15, long. 101-13-43. Correct VOR lat 48-16-49, long. 101-08-57. (2-11)
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35° T) at lat 47-05-29, long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW of airdock on apch to Rnwy 36L. First 800' E end Rnwy 9-27 and NE end 6-24 landfilled oiled and rolled - use daylgt hrs only at pilots' discretion. (12-10)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4-2 n mi from stn, displaced 3.5° E rnwy 18 centerline thruout area bend. ILS glide slope usable 200' wea min.

OHIO: CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at min en route alt. (1-14)
★CINCINNATI-GREATER CINCINNATI ARPT-TOWER: Feb 20, ASR cmsnd. Lctd at lat 39-03-33, long. 84-39-44. Trans & rcvs on apch ctl freq 124.7 mc. Also trans & rcvs 118.3, 121.9, 126.18, 121.5 mc. Trans only 317 kc, 335 kc; 109.9 mc. Rcvs only 3023.5 kc, 122.5 mc. Apch Ctl call: Kenton Apch Ctl. These data too late for Radar page. About Feb 20, arrival ctl will be avail. (2-7) About Mar 9, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. (2-17) FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from Rnwy 18 to 200' SE of Rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500';;45°-;70°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000', 310°-060°, not checked. About Mar 14, DME and VOR will be shut down until approx Mar 19-modernization and freq change to 113.6 mc. (1-21)
CLEVELAND-HOPKINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip-lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution-rgt hand tfc for lgt acft using sod on W side of fld with S or SW wind. FEE for multi eng acft. (9-9) Final apch to rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKEFRONT ARPT: All pilots and acft use at own discretion and risk.
COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to ctl tfc last 10001 of apch to rnwys 23 and 27 and last 1500' of apch to rnwy 9, also first 1000' of taxiway parallel thereto, first 2500' of Rnwy 9 and first 3500' of taxiway parallel thereto.
DAYTON-RADIO: VOR has moderate roughness from 120° to 200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'.
DAYTON ARPT: No grass operns except S of new taxi strip parallel rnwy 6-24. Rdo rcvr rqrd. Due to non visibility twr unable to ctl tfc on Taxiway from E and N side of W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd.
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.
**FINDLAY ARPT: Lgtd 80' twr lctd 500' off N edge of fld and 200' E of N/S rnwy.
HAMILTON ARPT: Caution-grading on N side of E.W rnwy. Equip on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. (12-23)
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtg cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Clsd to transient acft-equip on fld. (10-1)
**N. RIDGEVILLE-STRAUSS ARPT: Perm clsd. (2-11)
PUT-IN-BAY ARPT: Closed until May 1. (1-22)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys clsd-const. Use caution when lndg.
★TOLEDO-RADIO: VOR usable distance 22 n mi at min en route alt. (7-7) Feb 7, Express Twr/Stn cmsnd as combined fac.
**TOLEDO ARPT: Arpt ident changed to TDZ. Rot. bcn removed;other lgtd on req thru Toledo rdo. Pilots on IFR lndg mun arpt contact Toledo Rdo. No scheduled airline stop. Use rnwys only. See Toledo Express Arpt. UNICOM placed in opern. Fld lgts after 2400 thru Toledo Rdo 10 mins notice required. (2-7)
★TOLEDO-EXPRESS ARPT-TOWER: Feb 18, voice cmsnd on lclzr freq. 109.7 mc; these data rcvd too late for inclusion on ILS page. ILS glide slope operg test basis. Freq: 333.2 mc. Lctd 750' NE of SW rnwy 7. Glide slope angle:2.8°. Apch bear.:69°. Elev of glide slope over MM 865'; over OM 2000'. (1-21) FLD: Lctd 15 s mi WSW at lat 41-35-07, long.83-48-16. Two hardsurfaced rnwys: 7-25 is 5200' long; 16-34 is 4300', both 150'wide. Facs: B-L4, 6-W. F4 days only ngts on req.
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280° 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: E/W rnwy opened & 5000' hard-surfaced, lgts on req.

OHIO: YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000'; 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.
**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. Use rnwys and taxiways only. Under VFR conditions figher type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd.
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd aircarrier, ngt operns and SW of intsxn all operns acct holes.
HOBART-RADIO: VOR restricted to arwy use only-moderate to severe bends & scalloping.
**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE.
**OKMULGEE ARPT: 719' (1704'MSL) lgtd TV twr erected 15.6 n mi NE(38°T) at lat 35-51-43, long. 95-46-01. (9-16)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope
** restricted to use on apchs to MM. FLD: 1135'(2147'MSL) TV twr erected 9.1 n mi W (265° T) at lat 36-11-26, long. 96-05-50. (8-25) Rnwys 17R & 21R clsd for take-offs to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. (7-22)
TULSA-BROWN ARPT: Const during daylgt hrs. Contact Tulsa twr for rnwy lgts. (2-17)
OREGON: SPECIAL NOTICE-OFFSHORE WARNING AREA: Effect. Feb 4, 1955, Oregon Coastal Warning Area W-242 will be relctd as follows: N bndry lat 45-40-00, long. 124-15-00, S lat 44-35-00, W long. 125-00-00. Designated altitude: Surface to 50,000'. Time of use: Daylgt hrs only. Activities conducted: high alt. gunnery. Controlling Agency: Fifteenth Air Force, March AFB, Calif. Other restrictions pertaining to the use of this area which are currently in effect are to remain unchanged. (1-4)
★BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. Correct LF rng lat. 44-51-39, long. 117-50-28. Correct VOR lat. 44-50-27, long. 117-48-25.
BEND-STEARNS ARPT: Closed, snow. (1-6)
CRESCENT LAKE JUNCTION ARPT: Closed-snow. (1-6)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad-caution. (8-3)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50, E-long. 119-29-20; S-lat 45-49-40, W-long. 119-30-47.
IDANHA-SANTIAM JUNCTION ARPT: Closed-snow. (1-6)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-110°, 195°-210° 35 n mi at 10,500' 275°-305°, 26 n mi at 10,500'. (4-23)
LAPINE ARPT: Closed-snow. (1-6)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Use paved areas only.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 0° radial on Sauvies Island, usable dist 26 n mi at 3,000' MSL.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°.161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: New arpt. Lctd 1 s mi SW Pinhurst Lake. Elev:3680'. One gravel strip 4000'. Closed-snow. (1-20)
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All military traffic will make right hand traffic pattern when landing runway 28, 29. (5-1)

OREGON: REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

**SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld.(5-2) Unicom, 122.8 mc emsnd. (2-15)

THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts.

THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at

**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497'(1495'MSL) lgtd TV twr erected 6.1 n mi S(180°T) at lat 40-33-59; long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100° of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.

AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)

BROOKVILLE INT FLD 45A, CHI-LGA: Feb 23 will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45B, CHI-LGA: Feb 23 course lgts will be changed from green to red, code: dot dash dot..(1-21)

BROOKVILLE BCN SITE 45C, CHI LGA: Feb 23 will be perm discontd. (1-21)

BROOKVILLE BCN SITE 45D, CHI-LGA: Feb 23, will be perm discontd. (2-21)

BRISTOL-3M AIRPORT: Ctn - const equip. on S apch N/S Rnwy-hazardous. (10-29)

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich. LF rng. (6-17)

CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily, Mon thru Fri, 0800-1700. N bndry lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W- long.77-49-00.

DU BOIS ARPT: Closed. (1-31)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.

FITZGERALD-RADIO: About Mar 1, VOR will be emsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long 79-09-04. Variation: 6°W. Monitoring category (1). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (1-7)

HANOVER-DEVENER ARPT: Closed Jan 1 to April 1. (12-27)

HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility, twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)

**JOHNSTOWN ARPT: During hrs of darkness, one rnwy lgtd, wind cone, tetrahedron, and rot. bcn. 80, 91 oct avail. (1-24)

NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W rnwy. (4-27)

OIL CITY-SPLANE MEMORIAL ARPT: Closed. (1-31)

PHILADELPHIA INTERNATIONAL ARPT: Rnwy 12-30 open to acft under 25,000 lbs when wind in excess of 15 knots. Avail to acft in excess of 25,000 lbs only on req when wind exceeds 25 knots. Not usable under other conditions xcpt in emerg. (1-27)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-12)

**PHILIPSBURG-ALBERT ARPT: Arpt bcn discontd. Rnwy lgts avail sunset - 2400. (12-29)

PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 119. (10-28)

PITTSBURGH-ALLEGHENY COUNTY ARPT: New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)

PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.

*PITTSBURGH-GREATER PITTSBURGH ARPT: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8)

**PITTSBURGH-MAYER ARPT: Abandoned. (1-5)

READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. (3-29)

PENNSYLVANIA: SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

WASHINGTON ARPT: Closed to transient acft. (12-17)

WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carev FM weak, due to realignment of N course LF rng.

**WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intsxn rnwy 4-22. (11-4) Arpt fac: h52 BL4,6-W. (2-3)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE Rnwys.

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take offs Rnwy 23R. Normal operns Rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution-NW/SE strip under const. (9-23)

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW at min alt. (5-24)

**CAMDEN-WOODWARD ARPT: 530' (774'MSL) lgtd rdo twr erected 6.1 n mi SW(238°T) at lat. 34-13-50, long. 80-40-45. (12-31)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr lat 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

CHARLESTON AFB: Jan 17,B-29 tow target acft operg with 5000' tow cable and target sleeve. Fld will be closed for approx 10 min daily while target is dropped. Opern will be conducted daylgt hrs and VFR only. (1-14) VFR training 1430 to 1630 and 1800-2130 Mon thru Fri. (1-31)

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat 32-47-53; long. 79-53-51. (7-22)

COLUMBIA-RADIO: Feb 14, VOR and DME shut down until approx May 30, for relctn to new site 5.5 n mi SE Arpt at lat 33-51-25, long. 81-03-14. Elev: 393'. (2-15)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all ngt operns. (1-26)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920'MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat 34-16-13; long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH ARPT: N/S Rnwy closed. Caution - const. (12-29)

SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of Rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.(1-5)

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°- 300° on 121.5 mc at 50 n mi.

★SIOUX FALLS-ARPT TOWER: Feb 18, ILS LOM freq changed to 254 kc. These data rcvd too late for inclusion on ILS page.

YANKTON ARPT: New NE/SW Rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

(2-21-55)

TENNESSEE: BEACHVILLE BCN SITE 63, DAL-LOU: Shadowed in azimuth between 100° and 115°. (2-18)
BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 2 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counter clockwise in excess of allowable tolerance. (11-12)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng.
CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from protable twr lctd approx 800' NE of midfield intsxn until approx Mar. 1 - modernization (12-17) FLD: Due to non-visibility twr unable to ctl tfc first 1400' apch end Rnwy 1. Rnwy lgts on low intensity only. Bcn inop - modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns in control zone. (12-17)
JACKS CREEK ARPT, 53, DAL-LOU: Arpt to be discontd Feb 23, bcn flashing clear and red will remain in opern. (1-10)
JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290° 310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)
**JACKSON-McKELLAR ARPT: 1080'MSL lgtd TV twr erected 6 n mi ENE (66°T) at lat. 35-38-32; long. 88-48-27. (2-4)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas. (5-7)
**KNOXVILLE-ISLAND ARPT: 659' (2049' MSL)lgtd TV twr erected 3.9 n mi NW (300°T) at lat 36-00-13; long. 83-56-35. (11-4)
KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)
LAWRENCEBURN-FLEEMAN ARPT: Closed, unsafe. (12-28)
MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi at min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.
MEMPHIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control.
NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.
**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat 36-16-05; long. 86-47-18. (7-15)
SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)
TEXAS: **SPECIAL NOTICE: Const of a p-line across the Pecos River with wire strands 303' above water level at a point where U.S. #90 hwy bridge crosses river, at lat 29-42-10; long. 101-21-00. (12-13)
ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)
ABILENE-HUGHES FLD: Caution-men, equip. on fld, const. Use temp N/S Rnwy lctd W of tfc indicator circle. (2-2)
ALVIN ARPT: 1196'(1236'MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat 29-27-57; long. 95-13-24. (10-12)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R. I.. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi. N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98° to 135° from 4 s mi out. (12-17)
AUSTIN-MUELLER FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt. (1-13)
**BAYTOWN-TRI-CITIES ARPT: 300' (345'MSL) lgtd rdo twr erected 8.1 n mi NNW (345°T) at lat 29-53-47; long. 95-00-28. (2-5)
BIG BEND-RADIO: Use VOR radials 310°,320°, 130° 140° only. Severe bends and scalloping all other radials. (8-3)
BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)
BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)
CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)
CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk. (9-27)

TEXAS: CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)
DALLAS-HIGHLAND APRK ARPT: Use rnwys and taxiways only, when wet. (12-13)
DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles
** in connection with radar control. (10-5) Effect. Mar 15, ASR will utilize radar procedures to effect control and separation of all arriving and departing IFR tfc in the Love Fld area. These procedures are described generally on Page 66, Volume 8 of FIM. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with apch ctl or departure ctl. Hrs of opern: 24 hrs daily. (2-15) FLD: 1049'MSL twr erected on top of Republic National Bank Bldg. (8-12)
DALLAS-REDBIRD ARPT: N/S Rnwy closed - const. (1-4)
DEL RIO-LAUGHLIN AFB RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
EAGLE LAKE RADIO: About April 1, VOR will be cmsnd. Freq: 113.6 mc. Ident: ELA. Lctd at lat 29-39-45, long. 96-18-48. (2 5)
EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher then 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to Rnwys 35-04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs AFB. (3-17) Neon apch lgtg Rnwy 22 inop. (2-2)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128°T) at lat 32-45-01; long. 97-16-07. (7-6)
**GREENVILLE-MAJORS ARPT: 278' (773'MSL) lgtd rdo twr erected 17.7 n mi SE (141°T) at lat 32-50-12; long 95-49-50. (2-11)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery dive bombing, rocket firing horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-1700, long. 96-32-00.
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual intrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows. beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U.S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. 2-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi. E.
**HOUSTON INTERNATIONAL ARPT: 978'(1049)MSL) lgtd TV twr erected 11.3 n mi SW (247°T) at lat 29-34-25; long. 95-28-31. (9-1) 339'MSL lgtd rdo twr erected 11.1 n mi NNE (12°T) at lat 29-48-59; long. 95-14-18. (2-11) Deep ruts in E shoulder of NW/SE Rnwy. (12-4) Caution-aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo glash explosions daily 0700-1700. (11-3)
KILGORE-ELDER ARPT: Effect Mar 1, arpt will be closed. (1-14)
LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' E ramp closed to acft. (11-9)
LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad. (12-16)
*LUFKIN-RADIO:DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22) Correct H fac lat 31-13-50, long. 94-45-12. Correct VOR lat 31-09-44, long. 94-43-00.
McALLEN MILLER ARPT: Rnwy 18 clsd for take offs and lndgs mrkd. (6-7)
MIDLAND ARPK: Use rnwys only no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

TEXAS: **OZONA MUN ARPT: Closed.
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
QUITMAN-RADIO: DME coverage 2300' MSL, 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
SAN ANGELO-MATHIS FLD: Intermittent B-25 trng opern being conducted. (1-19)
SAN ANTONIO-STINSON FLD: Use rnwys and taxiways only - chuck holes on fld. (1-29)
**SHIRO-McBRIDE ARPT: Abandoned. (1-11)
SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11)
**SULPHUR SPRINGS ARPT: 300' (794' MSL) lgtd TV twr erected 0.4 n mi S (171° T) at lat 33-09-20, long. 95-36-59. (2-14)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted areas 219 and 443 not certified. (6-9)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. (4-19) Rnwy 17-35C no longer usable for lndgs and take-offs - usable for taxiway only. (8-4)
**WOODSON ARPT: Closed. (1-5)

UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'.
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'.
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. (3-14) DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thur Fri or CAA Communs Stn, Barre-Montepelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. (1-15). UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. (1-20)
MONTPELIER ARPT: Rnwy 5-23 closed to wheel-acft during winter months. Open to ski operns. (12-31)

VIRGINIA: BACONS-CASTLE-RADIO: About Mar 1, H fac will be cmsnd. Freq: 347 kc. Ident: BCL. Lctd at lat 37-02-22, long. 76-43-30. Class: MHW. (2-17)
BRIDGEWATER-SHEN-MYER ARPT: Fld soft when wet - use at own risk. (2-9)
CHARLOTTESVILLE-ALBEMARLE ARPT: New Field under construction. 7 s mi N, Elev: 639'. Lat 38-08-16, long. 78-27-10. Do not land on fld. (10-7)
CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.
GORDONSVILLE INT FLD 51 BNA-DCA: Feb 23, will be perm discontd. (1-10)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

VIRGINIA: GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (7-1)
HAMPTON-LANGLEY AFB-RADIO: USAF UHF/DF unreliable 2000' all quads. (6-1)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)
**LYNCHBURG-FALWELL ARPT: 879' MSL lgtd microwave twr erected 2.2 n mi NNW (340° T) at lat 37-24-55, long. 79-08-34. (1-6)
**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902' MSL) lgtd TV twr erected 10 n mi SW (223° T) at lat 37-11-50, long. 79-21-07. (9-23) Signal for below VFR wea min inop ngts.
MANASSAS ARPT: Closed. (1-26)
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13) DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6)
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT-TOWER: About Feb 21, trans & rcvr 118.5 mc will be cmsnd and trans & rcvr 126.5 mc will be decmsnd. (2-1)
★PULASKI-RADIO: Feb 19, trans & rcvrs 255.4 and 243.0 mc cmsnd. These data rcvd too late for inclustion on ANRA page. VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)
RICHMOND-BYRD FLD: All acft rqrd to have 2-way rdo for ngt opern and at least radio rcvrs for daylgt opern. Use paved areas only, all other soft. Due to non-visibility twr unsable to ctl tfc on N/S taxiway parallel to Rnwy 2-20 N of Term. Bldg. Landing FEE for multi-engine executive and non-scheduled acft. (2-11)
**RICHMOND-CENTRAL ARPT: Abandoned. (1-3)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. (2-18) Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. (10-12)
**WINCHESTER ARPT: Soft when wet. (1-4)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver B. C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BREMERTON-KITSAP COUNTY ARPT: The first 2000' Rnwy 1 closed to all Naval acft.
CLE ELUM ARPT: Closed - snow.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown; prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
HOQUIAM: Effect. Mar 1, Warning Area W-460 be relctd as follows: Beginning at lat 47-21-00, long. 125-39-00; thence to lat 46-28-00, long. 125-16-00; lat 45-50-00, long. 128-27-00; lat 46-43-00, long. 128-49-00. All other terms of use and restrictions pertaining to the use of this area remain in effect as at present. (1-18)
★HOQUIAM-RADIO: Correct LF rng lat 46-58-07, long. 123-50-27. (2-4)
MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-20) Trng status only. (2-8)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd. (6-14)
**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63° T) at lat 47-28-43, long. 122-32-32. (7-26)
PULLMAN-MOSCOW ARPT: Lighting inop. (9-21)
RENTON ARPT: Caution - smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)
SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)
SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (1-17)
**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02, long. 122-19-13 completed. (11-13)

(2-21-55)

WASHINGTON: SEATTLE-BOEING FLD: All davlgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or apchs thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'.
SEATTLE-NORTH SEATTLE ARPT: Effect. March 1, arpt will be abandoned. (2-19)
SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-12)
SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each. About Mar 8, LF rng will be shut down until approx Mar 19 - conversion to HW fac. Freq and lctn remain unchanged. (2-11)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)
SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld. (12-19)
SPOKANE-GEIGER FLD: Perm crash barriers 40'' high lctd 150' off ends Rnwys 2-20-. Caution. (12-7) Taxiway in front of ctl twr N to intersection, closed to four engine acft.
**TACOMA ARPT: 533'(950'MSL) TV twr erected 2.3 n mi NNW(16°T) at lat 47-16-41; long 122-30-42. Extremely hard to see in rainy, hazy weather. (2-9)
TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat and Sun. (11-16) Unless equip. inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveillance apchs Rnwy 34 and 16.(12-21)
★TACOMA-McCHORD AFB-RADIO: USAF VHF/DF also opers 121.5 mc. (2-17)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL ARPT: 4 unlgtd poles extending 25' above tree tops E end E/W Rnwy to S of centerline of apch. (5-31)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (3-16)
**CHARLESTON-KANAWHA COUNTY ARPT-TOWER: About Mar 9, ILS lclzr will be shut down for five days. (2-18) 649' (1549'MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long. 81-42-04. (7-1)
ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Hole 2' deep, 2' in diameter and about 3' left side edge Rnwy 13, approx 100 yds from beginning of rnwy. (2-14)
GLENDALE ARPT: Caution - fld soft and muddy. (12-6)
**HUNTINGTON ARPT: 1069' (2049'MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat 38-30-34, long. 82-13-09. (1-24)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'. (7-7)
MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' of centerline and 1100' from S end Rnwy 35, lgtd. (9-24)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway Rnwy 16-34 covering full width of rnwy. (5-4)
WISCONSIN: FIFIELD-PRICE LAKE ARPT: Closed to all tfc. (1-27)
**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat 44-57-55; long. 91-23-08. (10-28)
JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)
MADISON-RADIO: About Mar 14, INSACS will be shut down until approx Mar 17 - combining of Apch Ctl twr and INSACS. (2-16)
MADISON-TRUAX FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop. indefinitely. (10-22) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26 ,31. Sod unsafe. Due to non-visibility , twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet interceptor acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
WISCONSIN: MILWAUKEE-GENERAL MITCHEL FLD: Rnwy 6-24 open daylgt hrs only.(10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: N/S strip (2000' x 200') will be discontd. (9-15)
OCONTO ARPT: During winter months E/W Rnwy will be plowed 2850 x 150. NE/SW will be opened to skis only. (1-31)
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only. (12-3)
**PHILIPS ARPT: Unicom cmsnd. (1-27)
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (12-10)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
**CASPER-NATRONA COUNTY ARPT: 340' (5535'MSL) lgtd twr erected 9.2 n mi ESE (114°T) at lat 42-51-00, long. 106-16-22. (2-15)
**CHEYENNE ARPT: E/W rnwy h91. (11-24)
FT. BRIDGER ARPT, SITE 9, SLC-)MA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4'' of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip on strip intermittently days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
KEMMERER ARPT: Closed to wheel acft - snow; other acft use extreme caution because of high snow banks on lndg area. (2-17)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF rng. (12-18)
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE Rnwy clsd - marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)

VOR RECEIVER CHECK SIGNALS

1/ Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Feb. 21, 1955, check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 34, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Mo.
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Columbia, S. C.
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Texas, Ellington AFB (Houston VOR)
Hutchinson, Kansas., Municipal
Imperial, Nebr., 17A, DEN-GRI
La Junta, Colo.
Lamoni, Iowa, Lamoni
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N.C., Raleigh-Durham
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Tucson, Arizona
Tyler, Texas, Pound Fld. (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Vichy, Missouri
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wichita, Kansas, Municipal
Wichita Falls, Texas, Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order

Lone Rock, Wis., Tri County
Topeka, Kans., Philip Billard
Russell, Kansas
Poughkeepsie, N.Y., Dutchess Co.
Salinas, Calif.
Pontiac, Ill.
Iowa City, Iowa
Fort Smith, Ark.
Hobbs, New Mexico, Lea County
Roswell, N. Mexico

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Detroit, Mich., Willow Run
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Duluth, Minn.
Dyersburg, Tenn.
Eau Claire Wisc.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S.C.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kansas City, Mo.
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramine, Wyo., Brees Field
Las Vegas, Nev., McCarran Fld.
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Fld.
Morgantown, W. Va.
Muscle Shoals, Ala.
Muskegon, Michigan, Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bank, New Jersey
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, Intn'l
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph Co.
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Terre Haute, Ind., Hulman
Texarkana, Arkansas
Thermal, Calif.
Toledo, Ohio
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D. C., Wash. National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order

Lawton, Okla., VOR
Dodge City, Kansas
Pittsburgh, Pa., Allegheny Co.
Pontiac, Ill.
Jackson, Miss. Hawkins Fld.
Blythe, Calif., Site 21, LAX-PHX
New Bern, N. C.
Waterloo, Iowa

(2-21-55)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES UNLESS OTHERWISE INDICATED)

NOTICE: Instrument approach procedures are no longer published in the Flight Information Manual. The Airman's Guide currently publishes new and amended instrument approach procedures with the lowest landing and take-off minimums possible under the obstruction clearance requirements of the Regulations of the Administrator, Part 609. These procedures are applicable to all users. The IFR take-off or landing minimums shall not apply to military aircraft of the United States Armed Forces. The IFR landing minimums are applicable to all users except the military as noted above. The IFR take-off minimums are applicable to all users while conducting operations under the authority of Parts 40, 41, 42, 44, or 45 of the Civil Air Regulations, but are not presently applicable to users conducting operations under Part 43 of the Civil Air Regulations. ILS and GCA (PAR) straight-in landing minimums, formerly published no lower than 400-3/4, may in some instances be lowered to 200-1/2. Straight-in LFR, ADF and VOR landing minimums, formerly no lower than 500-1, may in some instances be lowered to 400-1. There are now three categories of aircraft minimums, namely those for (1) 75 mph or less - 2-engine or less, (2) more than 75 mph - 2-engine or less, and (3) more than 75 mph - more than 2-engine. All users are warned that the lowering of these minimums published in the Airman's Guide does not necessarily imply that obstructions have been lowered or removed.

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS AND DIST	MIN. ALT.	PROCEDURE TURN. (SIDE OF FINAL APCH CRS (OUTBND AND INBND ALTITUDES. LIMITING DISTANCES	MIN ALT (S) OVER FACILITY ON FINAL APPROACH COURSE.	CRS & DIST FROM INT RWY CENT-ERLINE EXTENDED & FINAL APP CRS TO APP END OF RWY	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHICAGO, ILLINOIS Midway Airport 618 CHI - TVOR TVOR - 4 R, 4L Effective date: 3/15/55 Amendment No: Original Supersedes No. none Major changes: None	API - VOR	065 18.0	2300	S side of crs 221 - outbnd 041 - inbnd 2000' - within 15 mi	Harlem Int or radar fix 1500'	From Harlem Int* or radar fix to CHI TVOR 041° 4.0	2 engine or less T-dn C-d C-n S-dn 4R or 4L A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2500' proceed to Tank Intsxn# or when directed by ATC. (1) make right turn, climb to 2500' proceed to Lakeshore Intsxn. *Harlem Int. - Int CHI-TVOR 221 R and CGT 320 R. #Tank Int. - Int CHI-TVOR 041 R and CGT 345 - R. Dual omni receiver required unless radar fix obtainable.
	CGT - VOR	330 21.0	2300							
	CHI - LFR	156 2.6	2000							
	Radar transition altitudes by sector. From 185° clockwise thru 360° to 60° within 20 n miles.		2500				More than 2 engine T-dn C-dn S-dn 4R or 4L A-dn		200-0.5 500-1.5 500-1 800-2	
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							
CHI - TVOR TVOR - 9R, 9L Effective date: 3/15/55 Amendment No. original Supersedes No. None Major Changes: None	API - VOR	085 18.0	2300	S side of crs 267 - outbnd 087 - inbnd 2300' - within 15 mi	Stinson Int'* or radar fix 1800	From Stinson Int* or radar fix to CHI TVOR 087° 5.0	2 engine or less T-dn C-d C-n S-dn 9L or 9R A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2300' proceed to Yards Intsxn# or when directed by ATC - (1) Make left turn, climb to 2500' proceed to Lakeshore Int. (2) Make right turn, climb to 2000' proceed to Momence Int. *Stinson Int. - Int CHI-TVOR 267 R and CGT. VOR 320 R. #Yards Int. - Int CHI-TVOR 087 R and CGT-VOR 345 R Dual omni receiver required unless radar fix obtainable.
	CGT - VOR	330 21.0	2300							
	CHI - LFR	156 2.6	2000							
	Radar transition altitudes by Sector. From 185° clockwise thru 360° to 60° within 20 n miles		2500				More than 2 engine T-dn C-dn S-dn 9R/9L A-dn		200-0.5 500-1.5 500-1 800-2	
	From 60° clockwise thru 180 to 185° within 20 n miles		2000							
CHI - TVOR TVOR 18R Effective date: 3/15/55 Amendment No. original Supersedes No. none Major changes: none	API - VOR	085 18.0	2300	E side of crs 005 - outbnd 185 - inbnd 2000' - within 15 mi	Columbus Park Int.* or radar fix 1500	177° 0.6 From Columbus Park Int.* or radar fix to CHI - TVOR 185 5.0	2 engine or less T-dn C-d C-n S-dn 18R A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2000' proceed to OAK LAWN Int. # or when directed by ATC - (1) Make left turn, proceed to Lakeshore Int at 2500'. (2) Make right turn, proceed to Downers Grove Int. at 2500'. (3) Proceed to Momence Int at 2000'. *Columbus Park Int. - Int CHI-TVOR 005 R and API-VOR 070 R. #Oak Lawn Int. - Int. 185 R CHI-TVOR and 100 R API - VOR. Dual omni receiver required unless radar fix obtainable.
	CGT - VOR	330 21.0	2300							
	CHI - LFR	156 2.6	2000							
	Radar transition altitudes by sector. From 185° clockwise thru 360° to 60° within 20 n miles.		2500				More than 2 engine T-dn C-dn S-dn 18R A-dn		200-0.5 500-1.5 500-1 800-2	
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							
CHI - TVOR TVOR - 22L, 22R Effective date: 3/15/55 Amendment No. original Supersedes No. none Major Changes: none	API - VOR	065 18.0	2300	W side of crs 041 - outbnd 221 - inbnd 2500' - within 15 mi	Tank Int* or radar fix 2300	From Tank Int.* or radar fix to CHI-TVOR 221 6.0	2 engine or less T-dn C-d C-n S-dn 22L or 22R A-dn	300-1 600-1 600-1.5 600-1 800-2	300-1 600-1 600-1.5 600-1 800-2	Climb to 2000' proceed to Harlem Int.# or when directed by ATC -. (1) Make left turn, proceed to Momence at 2000'. (2) Make right turn, proceed to Downers Grove at 2500'. *Tank Int. - Int CHI-TVOR 041R and CGT-VOR 345 R # Harlem Int. - Int CHI-TVOR 221 R and CGT 320 R. Dual omni receivers required unless radar fixes are obtainable.
	CGT - VOR	330 21.0	2300							
	CHI - LFR	156 2.6	2000							
	Radar transition altitudes by Sector. From 185° clockwise thru 360° to 60° within 20 n miles.		2500				More than 2 engine T-dn C-dn S-dn 22L or 22R A-dn		200-0.5 600-1.5 600-1 800-2	
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							
TVOR - 27-R, 27-L Effective date: 3/15/55 Amdt. No.: Original Supersedes No.: None' Major changes: None	API - VOR	085 18.0	2300	N side of course 087 outbnd 267 inbnd 2500' within 15 mi.	Yards Int.* or Radar fix 2000'	From Yards Int.* or Radar fix to CHI TVOR 267° 5.0	2 Engine or less T-dn C-d C-n S-dn 27R or 27L A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2300', proceed to Stinson Int.#, or when directed by ATC - (1) Make right turn, climb to 2500', proceed to ILS LOM. (2) Make left turn, climb to 3000', proceed to Momence Int. *Yards Int. - Int CHI-TVOR 087 R and CGT-VOR 345 R. #Stinson Int. - Int. CHI-TVOR 267 R and CGT-VOR 320 R. Dual Omni receiver required unless radar fix obtained.
	CGT - VOR	330 21.0	2300							
	CHI - LFR	156 2.6	2000							
	Radar Transition altitudes by sector. From 185° clockwise thru 360° to 60° within 20 n miles		2500				More than 2 Engines T-dn C-dn S-dn 27R or 27L A-dn		200-0.5 600-1.5 600-1 800-2	
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2-21-56)

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. / IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (1) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. (S) OVER FACILITY ON FINAL APPROACH COURSE	CRS. & DIST. FROM INT. RWY CENTERLINE EXTENDED & FINAL APP. CRS. TO APP. END OF RWY	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT TVOR, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHICAGO, ILLINOIS Midway Airport 618' CHI-TVOR TVOR - 31-L Effective date: 3/15/55 Amdt. No. original Supersedes No. none Major changes; none	API - VOR	085 18.0	2300	E side of course 122 outbnd 302 inbnd 2000' within 15 mi.	Abeam Kedzie Rbn or Radar fix 1500'	312 0.5	2 Engine or less T-dn C-d C-n S-dn 31L A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2500' proceed to ILS LOM, or when directed by ATC - (1) Make left turn, climb to 2300' proceed to Downers Grove Int. (2) Make right turn, climb to 2500' proceed to Lakeshore Int. Dual Omni receiver required unless radar fix obtained.
	CGT - VOR	330 21.0	2300				More than 2 Engines T-dn C-dn S-dn 31L A-dn		200-0.5 500-1.5 500-1 800-2	
	CHI - LFR	156 2.6	2000							
	Radar transition alt. by sector From 185° clockwise thru 360° to 60° within 20 n miles.		2500							
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							
TVOR 36-L Effective date: 3/15/55 Amdt. No.: Original Supersedes No.: None Major changes: None	API - VOR	085 18.0	2300	E side of course 165 outbnd 345 inbnd 2000' within 15 mi.	Oak Lawn Int.* or Radar fix 2000'	357° 0.5 From Oak Lawn Int.* to CHI TVOR 345° 6.0	2 Engine or less T-dn C-d C-n S-dn 36L A-dn	300-1 500-1 500-1.5 500-1 800-2	300-1 500-1 500-1.5 500-1 800-2	Climb to 2000', proceed to Columbus Park Int.#, or when directed by ATC - (1) Make right turn, climb to 2500', proceed to Lakeshore Int. (2) Make left turn, climb to 2500', proceed to Downers Grove Int. *Oak Lawn Int. - Int. 165 R CHI-TVOR and 100 R API-VOR. #Columbus Park Int. - Int. CHI-TVOR 005 R and 070 R API-VOR. Dual Omni receivers required unless radar fix obtainable.
	CGT - VOR	330 21.0	2300				More than 2 Engines T-dn C-dn S-dn 36L A-dn		200-0.5 500-1.5 500-1 800-2	
	CHI - LFR	156 2.6	2000							
	Radar transition alt. by sector. From 185° clockwise thru 360° to 60° within 20 n miles.		2500							
	From 60° clockwise thru 180° to 185° within 20 n miles.		2000							
NEW YORK, N. Y. International Arpt. 12' VOR IDL TVOR-1 Amdt. No. 1 Effective date: 3/1/55 Supersedes Amdt. Original dated 8/15/54 Major changes: Establishes transition from Scotland MH, reduces minimums using Edgemere Int. (Int. 67° crs from Scotland MH & Idlewild VOR 184° radial)	Idlewild LFR	046 3.0	1500	E side of course 184 outbnd 004 inbnd 1300' within 10 mi. of Edgemere Int.	1300 over Edgemere Int. Descend to landing minimums after passing Edgemere Int. Distance and bearing to Runway 1 7 miles 004	010 1.2	2 Engine or less T-dn C-dn S-dn 1 A-dn	300-1 600-1 600-1 800-2	300-1 600-1 600-1 800-2	Make a right climbing turn to 130° intersecting the SW crs Mitchel LFR. Continue climb to 1500' (or higher altitude when directed by ATC) outbound on SW crs Mitchel LFR
	LaGuardia LFR	175 14.0	1500				More than 2 Engines T-dn C-dn S-dn 1 A-dn		200-0.5 600-1.5 600-1 800-2	
	New Rochelle MHW	188 18.0	1500							
	Glen Cove MHW	221 17.0	1500							
	Mitchel LFR	259 14.0	1500							
	Paterson MHW	149 30.0	2500							
	Scotland MH to Edgemere Int.	067 10.0	1300							

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND* LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS, (B) DIRECTED BY GROUND CONTROLLER, (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
CHICAGO, ILLINOIS Midway 618' Procedure No. 1 Effective date: 3/15/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 7/9/54 Major Changes: 1. Revises Item 2, due to change of statute mile scale on radar scope to nautical miles. 2. Form revised in accordance with new policy.	Radar transition altitudes by sector from 185° thru 360° to 60° clockwise 2500' within 20 nautical miles From 60° thru 180° to 185° clockwise 2000' within 20 nautical miles.	13-R	2 - engine or less T-dn C-d C-n S-dn A-dn	300-1 400-1 400-1.5 300-0.75 600-2	300-1 500-1 500-1.5 300-0.75 600-2			Climb to 2300' and proceed or north and south course of Harvey LFR to Momence Int.
			More than 2 engine T-dn C-dn S-dn A-dn		200-0.5 500-1.5 300-0.75 600-2			
		Following dual rnwys authorized with minimums listed 36, 4, 9, 13, 27, 18, 31; except 600' min for rnwy 22R & 22L.	2 - engine or less T-dn C-d C-n S-d S-n A-dn			300-1 400-1 400-1.5 400-1 400-1.5 800-2	300-1 500-1 500-1.5 500-1 500-1.5 800-2	
			More than 2 engine T-dn C-dn S-d S-n A-dn				200-0.5 500-1.5 500-1 500-1.5 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2-21-55)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DELTA, UTAH Municipal Arpt. 4755' SBRAZ DTV DTA Procedure No. 1 Effective date: 4/2/55 Amendment No. 4 Supersedes Amdt No. 3 dated 8/16/54 Major changes: New format	Delta VOR	303 3.5	7000	W side SW crs. 188 outbnd 008 inbnd 7000' within 10 mi. 8000' within 25 mi.	5800	018 3.6		All Aircraft		Within 3.6 miles...climb to 11,000' on northeast course.
							T-d	500-1	500-1	
							T-n	500-2	500-2	
							C-dn	800-2	800-2	
							A-dn	800-2	800-2	
PHILADELPHIA, PA. International Arpt. 10' SBMRAZ VDT PHL Procedure No. 1 Effective date: 4/2/55 Amdt. No. 6 Supersedes Amdt. No. 5 dated 2/26/55 Major changes: Revises procedure turn altitude & missed approach procedures.	Boothwyn FM (final)	080 9.0	900	S side W course 260 outbnd 080 inbnd 1800' within 10 mi.	900	099 2.7		2 Engine or less		Within 2.7 miles...climb to 2500' on NE crs to to Mt. Holly Int. or when requested by ATC, make a right climbing turn, proceed to Elmer Int. at 1500'. Caution: Standard clearance not provided over obstruction one mile SE of range station; rate of descent exceeds standard for straight-in approach.
	Radar Terminal Area Transition Altitudes North quadrant of Philadelphia LFR	within 20 mi.	2300				T-dn	300-1	300-1	
		within 10 mi.	1800				C-dn	400-1	500-1	
							S-dn	400-1	400-1	
							9			
							A-dn	800-2	800-2	
							More than 2 Engines			
	Northwest quadrant of Philadelphia LFR	within 20 mi.	2000				T-dn		200-0.5	
		within 10 mi.	1500				C-dn		500-1.5	
							S-dn		400-1	
							9			
							A-dn		800-2	
	Southwest and Southeast quadrants.	within 20 mi.	1500							
SAN ANTONIO, TEXAS Kelly AFB 676 SKF LFR Procedure No. 1 Effective date: 9/15/50 Major changes: Supersedes Special Procedure (Not published).	Proceedure Cancelled March 1, 1955. (This cancellation does not affect the military procedures in the Pilot's Handbook).									
SAN DIEGO, CALIF. Lindbergh Field Procedure No. 1	Amendment #9 effect. 3/12/55 which will remain in effect.	published	AIRGI	Vol 9, #24 dated 2/8/55 is rescinded by Amendment No. 8 dated 6/25/54						
SPOKANE, WASH. Geiger Field 2372' SBRAZ DTV GEG Procedure No. 1 Effective date: 3/26/55 Supersedes Amdt. No. 10 dtd 6/25/54 Major changes: New format. Eliminate approach involving COE-LFR: minor course corrections; omit unnecessary caution notes.	Rockford FM	254 15.0	4700	E side S course. 180 outbnd 360 inbnd 4700' within 10 mi.	4200	293 4.9		2 Engine or less		Within 4.9 miles...execute climbing right turn, climb to 4500' on north course, all turns on west side, within 25 miles of GEG-LFR. Alternate missed approach - when directed by ATC, execute climbing left turn, climb to 4000' on west course, all turns on south side within 25 miles of GEG-LFR. Caution: Fairchild AFB 3-0.5 miles west; radio tower 3188' 6-0.5 miles east of airport.
	Pine City FM or Pine City "H" (Final)	360 24.0	4200				T-dn	300-1	300-1	
							C-dn	900-1	900-1	
							A-dn	1000-2	1000-2	
	GEG VOR	066 8.0	4700				More than 2 Engines			
							T-dn		200-0.5	
	GEG LOM	068 8.0	4700				C-dn		900-1.5	
							A-dn		1000-2	
	Rodna Int.	023 21.0	4200							
YAKIMA, WASH. Yakima Airport 1077' BMRLZ DTV YKM Procedure No. 1 Effective date: 4/2/55 Amdt. No. 9 Supersedes Amdt. No. 8 dated 2/4/52 Major changes: New format Add transition from YKM-VOR. Add transition from LOM to LFR.	Selah Intersection (Intersection northwest course YKM-LFR and south course ELN-LFR.)	098 7.0	4000	*South side SE crs. 106 outbnd 286 inbnd 4000' within 10 mi.	3000	266 4.7		2 Engine or less		Within 4.7 miles...turn right and climb to 4000' on northwest course YKM-LFR within 10 miles. Make all turns on north side of northwest course of YKM-LFR. Caution: Do not proceed more than 10 mi. on northwest course from YKM-LFR. *Procedure turn to south for more favorable terrain.
	YKM VOR	159 2.0	4000				T-d	500-1	500-1	
							T-n	800-2	800-2	
							C-d	800-2	800-2	
							C-n	800-2	1000-2	
							A-d	800-2	800-2	
	YKM LOM	272 3.5	3000				A-n	800-2	1000-2	
							More than 2 Engines			
							T-d		500-1	
							T-n		800-2	
							C-d		800-2	
							C-n		1000-2	
							A-d		800-2	
							A-n		1000-2	

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
SPOKANE, WASH. Geiger Field 2372' LOM GE Procedure No. 1 Effective date: 4/2/55 Amdt. No. 10 Supersedes Amdt. No. 9 dated 10/26/53 Major changes: New format. Minor course and distance changes; lower approach altitude from Pine City to conform to other procedures; add Rockford FM to LOM.	Rockford FM to GEG LFR	254 15.0	4700	S side of course 203 outbnd 023 inbnd 4000' within 10 mi. of LOM (NA beyond 10 mi.)	3560	023 4.4		2 Engine or less		Within 4.4 miles...execute climbing left turn so as to intercept and climb to 4500' on the 360° outbound course from LOM within 15 miles, all turns on west side. Alternate Missed Approach - when directed by ATC, execute climbing left turn to intercept and climb on 300° outbound course from LOM, within 15 miles, all turns on west side; or, execute climbing left turn, climb to 4000' proceeding direct to the LOM and hold on the east side of the 203° outbound - 023° inbound course at 4000' within 15 miles of LOM.
	Pine City FM/H to GEG LFR	360 24.0	4200				T-dn	300-1	300-1	
							C-d	500-1	500-1	
							C-n	600-1	600-1	
	Harrington FM to Int 023 Brng to LOM and 096 Brng to Pine City "H"	096 18.0	4000				S-dn	400-1	400-1	
							2			
							A-dn	800-2	800-2	
							More than 2 Engines			
	Int 023 Brng to LOM & 096 Brng to Pine City "H" (final)	023 21.0	4000				T-dn		200-0.5	
							C-d		500-1.5	
	Pine City "H" to Int 023 Brng to LOM & 150 Brng to Pine City "H"	330 19.0	4100				C-n		600-1.5	
							S-dn		400-1	
	Pine City FM/H	341 22.0	4100				Rn wy			
							2			
	GEG VOR	045 0.6	4000				A-dn		800-2	
	GEG LFR	248 8.0	4000							
	Rockford FM to LOM	252 23.0	4700							

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2-21-55)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTERCEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER:	AT MIDDLE MARKER:	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
AKRON, OHIO Akron-Canton Arpt. 1228' ILS CAK LOM CA Procedure No. 1 Combination ILS - ADF Amdt. No. 8 Supersedes Amdt. No. 7 dtd 6/5/54 Effective date: 4/2/55 Major changes: Revises outer and middle marker altitudes Lakemore Int. changed to Wingfoot Int.	Akron LFR	LOM	176 13	2500	E side S course 186 outbnd 006 inbnd 2500' within 10 miles	ILS 2400' ADF 2000' over LOM	2410 4.3	1450 0.8	2 Engine or less T-dn C-dn #S-dn 1 ILS ADF A-dn ILS ADF More than 2 Engines T-dn C-dn #S-dn 1 ILS ADF A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2 	300-1 500-1 200-0.5 400-1 600-2 800-2 200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	4.3 mi. after passing LOM (ADF) climb to 2500' on crs of 045° to E crs Akron LFR. Alternate missed approach (when requested by ATC) make a right climbing turn and return to LOM at 2500'. #400-0.75 required with glide slope inoperative.
	Bergholz Rbn	"	314 33	2500								
	Int. SW crs Akron LFR & 90° brng to LOM	"	090 6.0	2500								
	Int. E crs Akron LFR & 235° brng on LOM	"	235 14	2500								
	Wingfoot Int.	"	186 12	2500								
Procedure No. 2 Back course approach using Wingfoot Int. Not authorized for ADF Amdt. No. 4 Supersedes Amdt. No. 3 dtd 6/5/54 Effective date: 4/2/55 Major changes: Transition altitudes revised. Lakemore Int. changed to Wingfoot Int.	Akron LFR	Wingfoot Int.	110 2.4	2800	#East side N crs 006 - outbnd 186 - inbnd 2800'-within 10 mi of Wingfoot Int.	No glide slope markers or compass locators. Descend to airport minimums after passing Wingfoot Int. 2800 over Wingfoot Int.	6.7 miles from Wingfoot Int.		2 Engine or less T-dn C-dn S-dn 19 A-dn More than 2 Engines T-dn C-dn S-dn 19 A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Climb to 2500' (or to a higher altitude when requested by ATC) on south crs ILS to LOM. #Procedure turn to East to avoid Akron traffic.
	Talmadge Int. (final)	Wingfoot Int.	186 7.0	2800								
	Blimp Int. (final)	Wingfoot Int.	186 4.2	2800								
	Akron-Canton LOM	Wingfoot Int.	006 12.0	2800								
	Chagrin Falls Int.	Talmadge Int.	186 15.0	2500								
PHILADELPHIA, PA International Arpt. 10' ILS PHL LOM PH Combination ILS - ADF Procedure No. 1 Effective date: 4/2/55 Amdt. No. 8 Supersedes Amdt. No. 7 dtd 2/26/55 Major changes: Revises procedure turn and ADF final approach altitude.	Boothwyn FM (final)	LOM	085 7.0	1500 (ILS) 1300 (ADF)	S side W crs 265 outbnd 085 inbnd 1800' within 10 miles of LOM	1500 ILS 1300 ADF over LOM	1500 5.3	230 0.7	2Engine or less T-dn C-dn ILS* ADF S-dn 9 ILS* ADF More than 2 engine T-dn C-dn S-dn 9 ILS* ADF All Aircraft ILS ADF	300-1 400-1 500-1 200-0.5 500-1 600-2 800-2	300-1 500-1 500-1 200-0.5 500-1 200-0.5 500-1.5 200-0.5 500-1 600-2 800-2	Within 5.3 miles after passing LOM (ADF) ... climb to 2500' on NE crs of Philadelphia LDR to Mt. Holly Int. Alternate missed approach procedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int. at 1500'. *500-1 required with glide slope inoperative.
	Philadelphia LFR	LOM	251 2.8	1500								
	Radar Terminal Area Transition Altitudes North quadrant of Philadelphia LFR NW quadrant of Philadelphia LFR SW and SE quadrants .	 within 20 mi within 10 mi within 20 mi within 10 mi within 20 mi	 2300 1800 2000 1500 1500										
SALT LAKE CITY, UTAH Salt Lake City Arpt. #1 4222' ILS SLC Procedure No. 1 Effective date: 4/2/55 Amdt. No. 8 Supersedes Amdt. No. 7 dated 8/16/54 and procedure No. 2 Amdt. No.5 dated 11/26/54 Major changes: Authorizes straight-in approach from the south.	*Intersection of south course SLC ILS and bearing of 200 to Fairfield LFR (glide slope interception)	ILS south course	343 0	12000 *	E or W side, S crs. 163 outbnd 343 inbnd 6000' within 5 miles. 80° reversal recommended for procedure turn. #500-1 required if glide path and/or approach lights inoperative. ##500-2 required for take-off runway 7.	6000	5560 4.6	4440 0.6	2 Engine or less #T-dn #C-dn #S-dn Rnwy 34R A-dn More than 2 Engines #T-dn #C-dn #S-dn Rnwy 34R A-dn	300-1 500-1 300-0.75 600-2 	300-1 600-1 300-0.75 600-2 200-0.5 600-1.5 300-0.75 600-2	Climb to cross SLC LFR not above 6500', then climb to 8000' on west course SLC LFR to Stansbury Int., then to 9000' on track of 335° to Promontory Point. Alternate Missed Approach when directed by ATC: cross SLC LFR or VOR not above 6500' then climb to 11,000' on west course SLC LFR or on SLC VOR radial 248. *Start descent at glide slope intercept. Glide slope must be operative for this transition.
	Salt Lake City LFR	North course ILS	163 0.0	6000								
	Salt Lake City VOR	North course ILS	143 2.7	6000								
SPOKANE, WASH. Geiger Field 2372' ILS IGEG Procedure No. 1 Effective date: 4/2/55 Amdt. No. 8 Supersedes Amdt. No. 7 dated 9/23/53 Major Changes: New format. Minor course and distance corrections; add procedure from Rodna Intersection.	GEG VOR	LOM	045 0.6	4000	S side of SW crs 203 - outbnd 023 - inbnd 4000' - within 10 mi (NA beyond 10 mi) *After interception of glide slope at 4000' descent to cross the outer marker inbound at 3560' is authorized.	3560	3560 4.4	2595 0.6	2 Engine or less T-dn C-d C-n S-dn Rnwy 2 A-dn More than 2 Engines T-dn C-d C-n S-dn Rnwy 2 A-dn	200-0.5 500-1 600-1 200-0.5 600-2 	200-0.5 500-1 600-1 200-0.5 600-2 200-0.5 500-1.5 600-1.5 200-0.5 600-2	Climb to 4500' to intercept & climb on north course of GEG LFR within 25 mi., all turns on west side. Alternate missed approach when directed by ATC: execute climbing left turn to intercept & climb to 4500' on 360 outbnd course from GEG VOR within 25 mi., all turns on west side; or execute climbing left turn, climb to 4000' on west course of LFR within 25 mi., all turns on south side; or execute climbing left turn to intercept & climb to 4500' on 300° outbnd course from GEG VOR within 25 mi., all turns on west side; or execute climbing left turn, climb to 4000' proceeding direct to LOM, hold on east side of southwest ILS course within 15 miles at 4000'.
	Rockford FM	LOM	252 23.0	4700								
	Pine City FM/H	LOM	341 22.0	4100								
	Harrington FM to Int SW crs ILS & 096 Bfg to Pine City "H"	SW crs ILS	096 18.0	4000								
	Pine City "H" to Int SW crs ILS & 150 brng to Pine City H	SW crs ILS	330 19.0	4100								
	Int. SW crs ILS & 096 brng to Pine City "H" (final)	LOM	023 21.0	*4000								
	Rodna Intersection	LOM	004 19.0	*4000								

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2-21-55)

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ., IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DELTA, UTAH Municipal Arpt. 4755' BVOR DTA Procedure No. 1 Effective date: 4/2/55 Amdt. No. 2 Supersedes Amdt. No. 1 dated 8/15/54 Major changes: New format.	Delta LFR	120 3.0	7000	W side course 180 outbnd 360 inbnd 7000' within 10 mi. (Beyond 10 mi. NA)	6000	345 5.0	2 Engine or less T-dn C-d C-n S 34 d n A-dn More than 2 Engines T-dn C-d C-n S 34 d n A-dn	300-1 600-1 600-2 600-1 600-2 800-2	300-1 600-1 600-2 600-1 600-2 800-2 300-1 600-1.5 600-2 600-1 600-2 800-2	Within 5.0 miles...climb to 11,000' on course of 002 within 25 miles of VOR.
JUNCTION, TEXAS Procedure No. 1	Published in AIRGI Vol. 9 #22 dated January 11, 1955, under 2 engine or less C-d column 9 - change to read 800-2 instead of 600-2.									
SPOKANE, WASH. Geiger Field 2372' BVOR GEG Procedure No. 1 Effective date: 3/26/55 Amendment No. 4 Supersedes Amdt. No. 3 dated 10/16/53 Major changes: New format. Correct inbound course Int. of 206° course from GEG VOR and 279° course from Pine City "H" to GEG VOR (final) add Rodna Int. to GEG VOR: minor course and distance corrections.	Rockford FM	252 23.0	4700	S side of course 206 outbnd 026 inbnd 4000' within 15 miles of GEG VOR (NA beyond 15 mi.)	3700	026 5.1	2 Engine or less T-dn C-d C-n S-dn Rnwy 2 A-dn More than 2 Engines T-dn C-d C-n S-dn Rnwy 2 A-dn	300-1 500-1 600-1 400-1 800-2	300-1 500-1 600-1 400-1 800-2 200-0.5 500-1.5 600-1.5 400-1 800-2	Within 5:1 miles...execute climbing left turn to intercept and climb to 4500' on the 360° outbound course from GEG VOR, within 25 miles - all turns on west side. Alternate missed approach - When directed by ATC, execute climbing left turn to intercept and climb to 4500' on the 300° outbound course from GEG VOR within 25 miles, all turns on west side; or execute climbing left turn, climb to 4000', proceed direct to the GEG VOR and hold on the east side of the 206° outbound - 026° inbound course at 4000' within 15 miles of GEG VOR.
	GEG LFR	247 8.0	4000							
	GEG LOM	225 0.6	4000							
	Pine City FM/H	339 22.0	4100							
	Harrington FM to Int. 206° course from GEG VOR and 279° course from Pine City "H"	099 18.0	4000							
	Pine City "H" to Int. 206° course from GEG VOR and 323° crs from Pine City "H"	323 20.0	4100							
	Int. of 206° course from GEG VOR and 279° course from Pine City "H" to GEG VOR (final)	026 20.0	4000							
	Rodna Int. to GEG VOR	004 19.0	4000							
WALNUT RIDGE, ARK. Municipal Arpt. 275 BVOR DTV ARG Procedure No. 1 Amdt. No. 1 Effective date: 4/2/55 Supersedes: Original dated 3/28/51 Major changes: Adds night authority; lowers straight-in minima. Changes course in Item 7.				S side of course 238 outbnd 058 inbnd 1500 within 10 miles.	1000	058 1.3	2 Engine or less T-dn C-dn S-d 5 A-dn More than 2 Engines T-dn C-dn S-d 5 A-dn	300-1 400-1 800-2	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 1.3 miles climb to 1500 on radial 058 within 25 miles. Note: Lights on runway 18/36 only.
YAKIMA, WASH. Yakima Arpt. 1077' BVOR YKM Procedure No. 1 Effective date: 4/2/55 Amdt. No. 1 Supersedes Original dated 6/27/54 Major changes: New format. Correct courses to comply with RF charts; delete danger area note; add transition YKM-LOM.	YKM - LFR	339 2.0	4000	*South side of crs 108 outbnd 288 inbnd 4000' within 10 mi.	3000	244 4.2	2 Engine or less T-d T-n C-d C-n A-d A-n More than 2 Engines T-d T-n C-d C-n A-d A-n	500-1 800-2 800-2 800-2 800-2 1000	500-1 800-2 800-2 1000-2 800-2 1000-2 500-1 800-2 800-2 1000-2 800-2 1000-2	Within 4.2 miles...turn right, climbing to 4000' proceed to YKM-VOR on 280° radial, thence proceed outbound on 108° radial within 25 miles. Caution: High terrain extends from northeast of YKM-VOR. *Procedure turn to south for more favorable terrain.
	Selah Intersection (Int. 169° radial from ELN-VOR and 283° radial from YKM-VOR)	103 8.0	4000							
	YKM-LOM	292 4.5	3000							

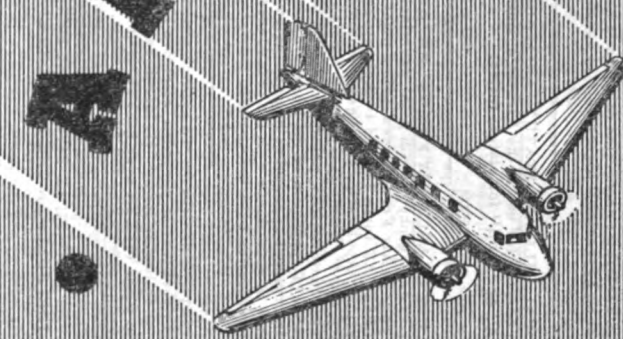
NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (2-21-55)

SPECIAL NOTICE
Civil Use of Military Fields. See page 2

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS - See page 19

SPECIAL NOTICE
IFR Position Reports. p 2.

AIRMAN'S GUIDE



SPECIAL NOTICE
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ATOMIC ENERGY COMMISSION CONDUCTING TESTS. Page 2

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OHIO STATE UNIVERSITY
MAR 21 1955
AERO

VOL. 9, NO. 26 MARCH 8, 1955

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U. S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
OFFICE OF AVIATION INFORMATION

✓ Indicates New or Revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so-called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the Office of Aviation Information, Attention: W-52, CAA, Washington 25, D.C.)

Permanent airport data changes (as differentiated from temporary hazardous conditions) should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

NEW AIR TRAFFIC CLEARANCE PHRASEOLOGY ADOPTED: The phrase "VIA FLIGHT PLANNED ROUTE" has been adopted for use in air traffic clearances and may be used to replace the detailed description of any portion of the route of flight that is identical to the route filed by the pilot. IFR flight plans filed by pilots must contain the complete route of flight and must be relayed to air traffic control unchanged in order for this phraseology to be successfully used.

VHF INSACS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from INSACS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-INSACS frequency is 122.1 mc). Eventually all INSACS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at INSACS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an INSACS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shutdown, reply will be made on 121.5 mc. A small number of INSACS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical location. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert of these apparent vagaries.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations and outer compass locators).

Omniranges and outer compass locators where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification: e. g. Long Beach omni (voice) .-.. --- -... (LGB in Code).

For omniranges, as in the example given above, the normal voice identification consists of the name of the omni followed by the word "omni". However, if the omnirange is unattended, that is, if no facility for providing air-ground communications services is associated with the omnirange, the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

NAUTICAL MILE AND STATUTE MILE ABBREVIATIONS: The following abbreviations have been adopted for use in the Airman's Guide; "n miles" or "n mi" for nautical miles; "s miles" or "s mi" for statute miles.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be obtained from the Chief of Naval Operations (OP-532) Department of the Navy, Washington 25, D.C.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

IFR POSITION REPORTS: To provide additional information to air traffic control for route of flight verification purposes, effective March 22, 1955, IFR position reports should include the following items: (1) Identification. (2) Position. (3) Time. (4) Altitude. (5) Type of flight plan. (6) ETA over next reporting point. (7) The name only of the next succeeding reporting point along the route of flight. (8) Remarks, when required.
EXAMPLE: An aircraft operating along Victor Airway 30 between Pittsburgh and Minneapolis would make the following report when over Litchfield, Michigan: AIR FORCE SIX TWO ONE EIGHT FIVE OVER LITCHFIELD FIVE SIX AT EIGHT THOUSAND INSTRUMENT FLIGHT PLAN ESTIMATING PULLMAN ONE FOUR ONE EIGHT MILWAUKEE.

ATOMIC ENERGY COMMISSION CONDUCTING SERIES OF TESTS: Starting about mid-February 1955, the Atomic Energy Commission will conduct at its Nevada test site a series of atomic tests. The series will conform generally with those previously held in Nevada. Operators of highly sensitive airborne prospecting equipment should take special precautions and should communicate with U.S. Atomic Energy Commission, Division of Raw Materials offices in Denver and Grand Junction, Colorado or in Salt Lake City, Utah for specific information on location of areas of increased radioactivity after each test is announced in the local press.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 8, 1953
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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. - Prices: annual subscription $2.75, domestic; $3.75, foreign; individual copies vary; this issue 15 cents.

SPURIOUS GLIDE SLOPE INDICATIONS: CAA glide slope facilities are intended to provide reliable glide slope signals for use in conjunction with the front course of the ILS localizer. Glide slope signals may be received in other azimuths (because of stray radiation from the antennas and reflections from nearby objects) which may in some cases be sufficient to activate the airborne warning flag. Any glide slope needle activity in these other azimuths should be disregarded.

All pilots are particularly cautioned to ignore glide slope indications when making back course localizer approaches. All CAA approved procedures for back course approaches are limited to use of the localizer portion of the ILS. Any attempt to fly spurious glide slope indications on such back course approaches could result in hazardous operations.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

AMENDMENT NO. 105-PART 608-
(March 7, 1955)

(1) In Section 608.51, the Del Rio, Texas, Laughlin AFB, areas, (R-462, R-463, and R-464) published on August 12, 1954, in 19 F.R. 5085 and amended on September 10, 1954, in 19 F.R. 5861, are rescinded.

(2) In Section 608.40, the Oswego, New York, area (R-70) amended on February 9, 1955, in 20 F.R. 1072, is further amended by changing the "Time of Designation" column to read: "Daylight hours only, 7 days a week."

AMENDMENT NO. 106 to PART 608-
(March 25, 1955)

(1) In Section 608.48, the Shaw Air Force Base, Sumter, South Carolina area (R-384 formerly D-384), published on October 6, 1951 in 16 F.R. 10204 is amended by substituting the name "Poinsett" for "Shaw Air Force Base", and changing the "Name and Location (Chart)" column to read: "Poinsett (R-384) Sumter (Savannah Chart)".

LOCATION IDENTIFIERS: The following changes affect the use of location identifiers:

CDU	•	Coeur d'Alene, Idaho (Assignment)
GAB	•	Gabbs, Nev., Gabbs Airport (Assignment)
IDO	•	Indio, Calif., Shavers Summit Airport (Assignment)
MCR	•	Jackson, Tenn., (Assignment)
NSC	•	North, S. C., North AF Aux (Deletion)
YLL	•	Yellowstone Lake, Wyo., (Assignment)
ZSU	•	Sumter, S.C., North AF Aux (Assignment)

REDESIGNATION OF AIRWAYS AND COMPULSORY REPORTING POINTS IN ALASKA: The following redesignation of airways and compulsory reporting points shall become effective 0001 EST March 29, 1955:

(1) That portion of controlled Red Airway No. 40, between the Anchor Point intersection and the Merrill range will be redesignated Green Airway No. 8.

(2) That portion of controlled Green Airway No. 8, between the Homer range and the Anchorage range will be redesignated as Red Airway No. 40.

(3) That portion of controlled Green Airway No. 8, between the Anchor Point intersection and the Homer range will be redesignated as Blue Airway No. 65.

(4) Compulsory reporting points Kenai range, and Delta intersection will be on Green Airway No. 8.

(5) Compulsory reporting points Homer range, Skilak intersection and Anchorage range will be on Red Airway No. 40.

All minimum enroute altitudes and reporting points will remain as currently depicted on Coast and Geodetic Survey RF Chart No. 106.

NORFOLK, VIRGINIA CONTROL AREA: Effective immediately the Norfolk control area is defined as follows:

The Norfolk Control Area - a 55 statute mile radius of the southern tip of Newport News, Virginia latitude 36-57-44N, longitude 76-24-44W in addition to; Victor Airway 1 from 55 statute mile boundary to the New York control boundary 12 statute miles SSW of Salisbury, Maryland VOR range; Blue Airway 23 from 55 statute mile boundary to Chincoteaque, Va., NAAS range including control zone and area extension at Chincoteaque, Va. NAAS; control 1181 from Weeksville NAF, North Carolina range to Manteo FM; Blue Airway 56 from Sharps Intersection to a point 10 statute miles north; Red Airway 19 from Sharps Intersection to a point 10 statute miles northwest.

AIR ROUTE TRAFFIC CONTROL BOUNDARY: Effective March 15, 1955 the Memphis-Indianapolis ARTC boundary on Victor 57 will be established 25 statute miles north of Bowling Green, Kentucky.

ON-REQUEST REPORTING POINTS: Effective immediately the following on-request reporting points are designated, redesignated or cancelled as indicated:

DESIGNATED

(1) ADDYSTON INTSXN - (Formerly Cleves Intsxn) - the intersection Cincinnati ILS north course with 092° magnetic bearing to Cincinnati LFR station.

(2) LAURENS INTSXN - the intersection of the Anderson, S.C., VOR 078° magnetic radial and a 140° magnetic bearing from the Greenville, S.C., LF range.

(3) HONEA INTSXN - the intersection of the south course of the Greenville, S.C., LF range and the Anderson, S.C. VOR 078° magnetic radial.

(4) PROSPECT, WISC. INTSXN - the intersection of the Milwaukee, Wisconsin VOR 283° magnetic radial (Victor 2) and the Janesville, Wisconsin VOR 057° magnetic radial.

(5) AIR CITY, WISC. INTSXN - the intersection of the Milwaukee, Wisconsin, VOR 177° magnetic radial (Victor 7) and the Janesville, Wisconsin, VOR 079° magnetic radial.

(6) RACINE, WISC. INTSXN - the intersection of the Milwaukee, Wisconsin VOR 115° magnetic radial and the Janesville, Wisconsin, 075° magnetic radial.

(7) BRIAR HILL INTSXN - the intersection Mansfield, Ohio, VOR direct radial to Morgantown VOR with Columbus, Ohio, VOR en route radial on Victor 43.

(8) MOOREFIELD INTSXN - the intersection Mansfield, Ohio, VOR direct radial to Morgantown VOR with Wheeling VOR en route radial on Victor 12.

(9) CAMERON INTSXN - the intersection Morgantown, West Virginia, VOR direct radial to Mansfield VOR with Pittsburgh VOR en route radial on Victor 35.

(10) PORTER INTSXN - the intersection Wheeling, West Virginia, VOR direct radial to Elkins VOR with Pittsburgh VOR en route radial on Victor 35.

(11) METZ INTSXN - the intersection Morgantown, West Virginia, VOR en route radial on Victor 44 with Elkins VOR direct radial to Wheeling VOR.

(12) CHAPLIN INTSXN - the intersection Louisville, Kentucky, VOR 122° with Lexington VOR 264° magnetic radials.

(13) LUVERNE INTSXN - the intersection of Marianna, Fla. (VOR) 300° and the Montgomery, Ala. (VOR) 189° magnetic radials.

(14) CANFIELD INTSXN - intersection of Youngstown, Ohio 199° magnetic radial with 070° magnetic bearing to the Hubbard "H" facility.

(15) ESSEX INTSXN - the intersection Baltimore LFR north course with Baltimore VOR 052° magnetic radial.

(16) MCCLURE INTSXN - the intersection Waterville, Ohio VOR 254° magnetic radial with a 024° magnetic bearing to Toledo ILS-LOM.

(17) HOLLAND INTSXN - the intersection Waterville, Ohio, VOR 351° magnetic radial with a 249° magnetic bearing on the Toledo ILS-LMM.

(18) HARBOR VIEW INTSXN - the intersection Waterville, Ohio, VOR 020° magnetic radial with Toledo LFR north course.

CHANGE

(1) CEDARVILLE INTSXN - (Formerly WALNUT GROVE INTSXN.)

CANCELLED

(1) WILMER INTSXN - the intersection of the Dallas, Texas VOR 169° magnetic radial and the Mineral Wells, Texas, VOR 086° magnetic radial.

(2) PEORIA INTSXN - the intersection 184° magnetic radial Bradford and 255° magnetic radial Pontiac.

REDESIGNATED

(1) MILAN, MICH., INTSXN - the intersection of the 230° magnetic (front) course of the Ypsilanti, Michigan, (Willow Run) ILS localizer, the Carleton, Michigan, omnirange radial directed toward the Litchfield, Michigan, omnirange and the Waterville, Ohio, omnirange radial directed toward this intersection (approximately 357° magnetic).

(2) PELEE, ONTARIO, CANADA INTSXN - the intersection of the Carleton, Michigan, omnirange radial directed toward the Perry, Ohio, nondirectional radio beacon, the Cleveland Ohio, omnirange radial directed toward the Windsor, Ontario, low frequency radio range and the Salem, Michigan, omnirange radial directed toward the intersection of the Carleton, Michigan - Cleveland, Ohio omnirange radials.

(3) DETROIT RIVER, MICHIGAN INTSXN - the intersection of the Salem, Michigan omnirange 143° magnetic radial and the Carleton, Michigan, omnirange radial directed toward the Perry, Ohio non-directional radio beacon.

(4) TIPTON, MICHIGAN INTSXN - the intersection of the Carleton, Michigan, omnirange radial directed toward the Litchfield, Michigan, omnirange and the Salem, Michigan, omnirange 233° magnetic radial.

(5) SPRINGVILLE, MICHIGAN INTSXN - the intersection of the Carleton, Michigan, omnirange radial directed toward the Litchfield, Michigan omnirange and the Lansing, Michigan omnirange 150° magnetic radial.

(6) WOLF LAKE, MICHIGAN INTSXN - the intersection of the Salem, Michigan, omnirange radial directed toward the Litchfield, Michigan, omnirange and the Lansing, Michigan 150° magnetic radial.

(7) LESLIE, MICHIGAN, INTSXN - the intersection of the Salem, Michigan omnirange radial directed toward the Pullman, Michigan omnirange and the Lansing, Michigan omnirange 150° magnetic radial.
(8) EDDY INTSXN - the intersection Wilkes-Barre, Pa., VOR direct radial to Albany VOR with Binghamton VOR en route radial on Victor 34.

NON-STANDARD HOLDING PATTERNS: Effective immediately the following non-standard holding patterns are established:
(1) PROSPECT, WISC. INTSXN - direction of holding - W on 283° magnetic radial; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2300'.
(2) AIR CITY, WISC. INTSXN - direction of holding - S on 177° magnetic radial; direction of turn - RIGHT; time- 1 minute; minimum altitude - 2100'.
(3) RACINE, WISC. INTSXN - direction of holding - SE on 115° magnetic radial; direction of turn -RIGHT; time - 1 minute; minimum altitude - 3000'.
(4) BARRINGTON INTSXN - direction of holding - N on Naperville VOR 356° magnetic radial; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2200'.
(5) BIG RUN INTSXN - direction of holding - SW on Midway TVOR radial direct toward Joliet VOR; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2000'.
(6) HOBART INTSXN - direction of holding - E on Chicago Heights VOR 087° magnetic radial; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2000'.
(7) GLEN ELLYN INTSXN - direction of holding - NW on Chicago TVOR 292° magnetic radial; direction of turn - RIGHT; time - 1 minute - minimum altitude 2500'.
(8) WOODSTOCK INTSXN - direction of holding - S on Naperville VOR 336° magnetic radial; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2500'.
(9) NAPERVILLE VOR- direction of holding - W on Naperville VOR 268° magnetic radial; direction of turn - RIGHT; time - 2 minutes; minimum altitude - 2100'.
(10) O'HARE ILS LOM - direction of holding - NW on ILS front course; direction of turn- RIGHT; time - 1 minute; minimum altitude - 2500'.
(11) CHICAGO ILS LOM - direction of holding - NW on ILS front course; direction of turn RIGHT; time - 1 minute; minimum altitude - 2300'.
(12) CHICAGO HEIGHTS VOR - direction of holding - E on Chicago Heights 087° magnetic radial; direction of turn - RIGHT; time - 2 minutes; minimum altitude - 2000'.
(13) KEDZIE "H" FACILITY - direction of holding - SE on Chicago ILS back course; direction of turn - RIGHT; time - 1 minute - minimum altitude - 2000'.
(14) BEACON INTSXN - direction of holding - NE on Naperville VOR 062° magnetic radial; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2300'.
(15) ST. ALBANS INTSXN - direction of holding - NE of intersection, E side; direction of turn- LEFT; time - 2 minutes; minimum altitude - 3,000'.
(16) LORING, MAINE, AFB "MH" FACILITY- direction of holding - N on 190° magnetic bearing inbound E side; direction of turn - LEFT; time - 2 minutes; minimum altitude-2,000'
(17) PROVIDENCE, RHODE ISLAND, LFR STATION- direction of holding - SW course W side, direction of turn - LEFT; time - 1 minute; minimum altitude - 1600'.
(18) PROVIDENCE, RHODE ISLAND, ILS-LOM - direction of holding - SW of LOM, W side; direction of turn - LEFT; time - 1 minute; minimum altitude 1600'.

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(19) McCLURE INTSXN - direction of holding - SW of intersection; direction of turn - RIGHT; time - 1 minute; minimum altitude 1900'.
(20) HOLLAND INTSXN - direction of holding - NE of intersection; direction of turn - RIGHT; time - 1 minute; minimum altitude - 2100'.
(21) HARBOR VIEW INTSXN - direction of holding - NE of intersection; direction of turn RIGHT; time - 1 minute; minimum altitude - 2100'.
(22) HAMPTON INTSXN - Change holding pattern to standard 2 minute pattern north of intersection.
(23) BEDFORD, MASS., ILS-LOM - Correct to show holding west of LOM, south side of ILS course, right turns, 1 minute pattern, minimum holding altitude 1600'.

DELETE
(1) HAMMOND (VOR) INTSXN
(2) LOOP (VOR) INTSXN
(3) ELMHURST (VOR) INTSXN
(4) RAVENSWOOD (VOR) INTSXN
(5) CONCORD, N.H., LFR STATION
(6) PROVIDENCE LFR - NORTH OF STATION.

AERONAUTICAL CHART CORRECTION: Charleston, West Virginia instrument approach chart AL852 for Kanawha County Airport lists 400kc as approach control frequency This frequency is not available in tower at this time.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 8, dated May 25, 1954 as follows:
(1) Page 22 - under Florida - Change Tampa CAA telephone number from 80-1661 to read: 74-2241.
(2) Page 23 - under North Dakota - Change Bismarck WB telephone number to read: CApital 3-3700.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New edition of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albuquerque	Dallas	WAC 408
Austin	Oklahoma City	WAC 409
Beaumont	Montgomery Local	WAC 525
Corpus Christi	RC 2212	

A new edition (or new chart) for the charts listed below is now available for issue. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

NEW EDITIONS

Standard Aeronautical Charts

Dates shown are release dates

Charlotte	2-15-55	New Orleans	2-28-55	New York Local	2-15-55
Huntington	2-28-55	Norfolk	2-28-55	Philadelphia Local	2-15-55
Jacksonville	2-28-55	Orlando	2-28-55	Pittsburgh Local	2-15-55
Miami	2-28-55	Cleveland Local	2-15-55	WAC 310	2-17-55
				WAC 359	2-17-55

Instrument Flight Charts

released since February 14, 1955

AL 57	RNG	Boise Air Ter.	AL 57	ADF	Boise Air Ter.
AL 65	RNG-2	Buffalo Airport	AL 70	ADF	Burlington Apt.
AL 95	RNG	Concord Airport	AL 111	ADF	Laughlin AFB
AL 143	RNG	NAAS Fallon	AL 134	ADF	El Paso Int. Apt.
AL 159	RNG-1	Meacham Field	AL 168	ADF	Malcolm McKinnon Apt.
AL 159	RNG-2	Meacham Field	AL 288	ADF	New Orleans Apt.
AL 160	RNG	Carswell AFB	AL 301	ADF-1	Will Rogers Fld
AL 213	RNG	Kansas City Apt.	AL 301	ADF-2	Will Rogers Fld
AL 226	RNG	Laredo AFB	AL 403	ADF	(NAS)Mun.Geiger Fld.
AL 299	RNG	Tinker AFB	AL 631	ADF	Fort Smith Apt.
AL 301	RNG	Will Rogers Field	AL 802	ADF	Ontario Airport
AL 302	RNG	NAS Olathe	AL 907	ADF	Cotulla Airport
AL 348	RNG	March AFB	AL 917	ADF	NAS Sanford
AL 481	RNG	Alice Airport	AL 20	VOR	Broome Co. Apt.
AL 538	RNG	NAS Denver	AL 57	VOR	Boise Air Term.
AL 596	RNG	NAS Glenview	AL 95	VOR	Concord Airport
AL 662	RNG-1	McCarran Field	AL 156	VOR	Baer Field
AL 917	RNG	NAAS Sanford	AL 159	VOR	Meacham Field
AL 15	ILS-1	Allentown-Beth.Apt.	AL 160	VOR	Carswell AFB
AL 15	ILS- 2	Allentown-Beth.Apt.	AL 168	VOR	Malcolm McKinnon
AL 20	ILS	Broome Co. Apt.	AL 214	VOR	NAS Key West
AL 70	ILS	Burlington Apt.	AL 226	VOR	Laredo AFB
AL 159	ILS-1	Meacham Field	AL 297	VOR-1	Ogden Mun Apt.
AL 159	ILS-2	Meacham Field	AL 297	VOR-2	Ogden Mun Apt.
AL 202	ILS	Howes Airport	AL 301	VOR	Will Rogers Fld
AL 301	ILS	Will Rogers Fld.	AL 358	VOR	Sacramento Apt.
AL 488	ILS	Travis AFB	AL 473	VOR	Klamath Falls Apt.
AL 540	ILS-2	Joplin Airport	AL 492	VOR	Gila Bend AF Aux.
AL 610	ILS-1	N.Y. Int. Apt.	AL 543	VOR	Needles Airport
AL 610	ILS-2	N.Y. Int. Apt.	AL 633	VOR	Huntsville Apt.
AL 631	ILS	Fort Smith Apt.	AL 865	VOR	Lafayette Airport
AL 15	ADF	Allentown-Beth. Apt.	AL 907	VOR	Cotulla Airport
AL 20	ADF	Broome Co. Airport	AL 912	VOR	Hobart Airport

(3-8-55)

AL 922 VOR Kimble Co. Apt. RF/VOR 6
OP 192 Helena Airport

AIRPORT AND RADIO NOTICES
LEGEND

(3-31) • Month and day item was reported.
** • New or revised airport, restricted area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ • New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: • Such items usually are cited only once, because of space limitations. They are carried permanently, however, when they relate to the erection of obstructions which rise 500' or more above ground. Examples of items carried only once are the erection or removal of: radio or television towers, water tanks, oil derricks, and permanent airport obstructions.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-070° not usable acct course bends and roughness.
**ANNISTON ARPT: 574' (2981' MSL) lgtd TV twr erected 6.1 n mi SSE (158°T) at lat 33-29-06, long. 85 48-32. (7-21)
BIRMINGHAM-RADIO: VOR courses 005°-035°; 075°-175° and 195°-265° usable. Arpt apch course usable within 13 n mi; other courses not usable due to roughness and bends. (4-23)
BIRMINGHAM ARPT: Caution-traffic operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm closed to high performance single engine conventional lndg gear type acft, including T-6. (11-24)
EVERGREEN-MIDDLETON FLD: Caution-vehicles and farm equip intermittently crossing rnwys and using taxi strips.
GUNTERSVILLE ARPT: Closed. (12-20)
HUNTSVILLE-RADIO: VOR radials 20°-70°; 100°-130°; 150°-210°; 255°-270°, rough and unusable. Courses between rng and arpt unusable due to roughness, bends and signal cancellation. (10-7)
MOBILE-RADIO: VOR flgt-checked on arwy radials only.
**MOBILE-BATES ARPT: 573' (743' MSL) lgtd TV twr erected 18 n mi E 95°T at lat 30-39-33, long. 87-53-33'. (12-29)
MONTGOMERY-RADIO: DME coverage 130°-230°, 35 n mi at 1500'. (5-20)
MONTGOMERY-DANNELLY FLD-TOWER: All components of ILS, except LOM operg on
** test basis. Lclzr 109.9 mc. Glide slope 333.8 mc LMM 201 kc. FLD: 823' (1483' MSL) lgtd twr erected 17.4 n mi S (170°T) at lat 32-01-15; long. 86-20-56. (9-16) Taxiway from rnwy 15 to E/W taxi strip perm clsd. Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Acft landing and taking off are cautioned to avoid Maxwell AFB tfc pat. and control zone. Due to non-visibility twr unable to ctl tfc on E/W parallel taxi strip W of a point adj to Air National Guard hangar. (12-16)
MUSCLE SHOALS ARPT: 175' twr lctd 6 n mi W unlgtd. (2-28)
TUSCALOOSA-VAN DE GRAAFF ARPT: Tow car pulling off glider operg intermittently on rnwy daylgt hrs during VFR. (1-13)
TUSKEGEE-MOTON FLD: Caution - pipeline across rnwy. (10-1)
ARIZONA: AJO ARPT: Bcn and bndry lgts inop. (2-11)
CHANDLER-WILLIAMS AFB-RADIO: USAF VHF/DF steers unreliable on inbound headings 300°-080°, below 7000' beyond 40 n mi from stn.
COCHISE-RADIO: DME coverage 15°-35°, 35 n mi at 12,000'; 210°-245°, 35 n mi at 11,000'.
**FT. HUACHUCA ARPT: Artillery firing conducted daily Restricted Area R-181. Only rdo equipped acft authorized to land. (2-23)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
HASSAYAMPA-RADIO: DME coverage 235°-255°, 35 n mi at 6000'. (7-15)
PHOENIX-RADIO: LF rng has severe interference durg hrs darkness. (1-22)
PHOENIX-LUKE AFB-RADIO: USAF VHF/DF unreliable below 13,000' beyond 30 n mi in WNW quad. (2-2)
PRESCOTT-RADIO: VOR radials k85°-225° usable dist 35 n mi at 10,000'; 135°-145° and 165°-185° usable dist 39 n mi at 10,000':
TUCSON-RADIO: DME and VOR coverages lmtd to 35 n mi at 11,000', 0°-12°, 69°-72° and 330°-346°; 26 n mi at 11,000', 44°-69° and 346°-0°. (7-9) June 14, LF rng shut down for indefinite period - relctn.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF/DF lmtd in rng to 30 n mi in quads containing inbound headings of 150°-210° and 245°-275°; rng 50 n mi other quads; steers unreliable below 13,000' all quads.
YUMA-COUNTY ARPT: B-45 type acft towing 5000' of cable and tow target in vcnty. All acft refrain from flying in close proximity to B-45 type acft in Yuma area. Only rnwy 17-35 lgtd. Caution - const apch end rnwy 03 and taxiways. (1-27)
ARKANSAS: **BEAVER-SHIELDS ARPT: Abandoned. (1-31)
HARRISON ARPT: New NW/SE rnwy under const. Fld clsd for ngt operns. (12-16)
HAZEN ARPT: Caution - E/W rnwy clsd. Men and equip on fld. (12-22)
**JOINER-WILSON FLD: Abandoned. (2-4)
LITTLE ROCK-ADAMS FLD: ILS lclzr bldg being erected 500' NE of apch end rnwy 22, cable lying from W side of fld running E/W approx 1000' N of S end rnwy 18-36. Glide path bldg to be erected W side rnwy 4-22, 1000' NE apch end rnwy 4. (1-7)
**MONTICELLO ARPT: 188' lgtd rdo twr erected 4.3 n mi SW (226°T) at lat 33-35-37; long. 91-48-33. (3-3)
TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends.
WALNUT RIDGE-RADIO: VOR radials 290°-320° and 120°-150° have severe bends and course roughness. (4-14)
CALIFORNIA: ARCATA ARPT: Experimental testing of rotating lgts in inner apch zone of rnwy 31 at infrequent times. Rotating lgts at 2100' and 1000' S of threshold of rnwy with six high intensity lgts rotating at 6 or 12 rpm.
BAKERSFIELD-RADIO: VOR has slight to moderate scalloping in SE quad 80°-123°. Radials 0, 90, 100, 130, 140, 150, 220, 270, 300 and 330° flgt-checked.
✱BAKERSFIELD-KERN COUNTY ARPT-TOWER: ILS OM antenna moved approx 40' NW.
BLUE CANYON ARPT, SITE 13 SFO-SLC: Closed - snow. (1-16)
BLYTHE-RADIO: DME coverage 165°-188°, 39 n mi at 7000'; 180°-200°, 26 n mi at 6000'; 200°-220°, 39 n mi at 6000'; 220°-293°, 43 n mi at 9000'; 293°-310°, 26 n mi at 9000'; 310°-327°, 35 n mi at 9000'.
BRAWLEY ARPT: E/W rnwy clsd-construction. (12-16)
BURBANK-LOCKHEED AIR TERMINAL: New type visual glide slope blinker lgt sys operg on rnwy 7. These lgts are in addition to regular hi-intensity apch lane and rnwy lgts. The quartz lgts at threshold of rnwy 7 will oper intermittently during this test period. (12-7)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'. (9-15)
DAGGETT-RADIO: VOR 113.2 mc. Only arwy radials flgt-checked.
EDWARDS AFB-RADIO: USAF LF rng courses have splits and multiples, unreliable beyond 35 n mi.
**EDWARDS-PANCHO BARNES ARPT: Delete from records. (1-27)
EUREKA COUNTY ARPT: All lgtg fac inop. Length of surfaced rnwy reduced to 1400' and grass strip clsd. Const in progress on and adj at arpt. Caution - use at own risk. (12-16)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'. (9-17)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked. (6-16)
FRESNO AIR TERMINAL: Rnwy 7-25 closed until approx April 1, 1955. (9-15)
FURNACE CREEK ARPT, SITE 17, RIV-TDL: S 2300' of fld open for daylgt opern only. Entire fld closed for ngt operns. Hazard marked. (11-17)
GASQUET ARPT: N side of strip clsd-const. (12-16)
KLAMATH-McBETH FLD: Closed-high vegetation. (12-16)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (6-16)
LONG BEACH ARPT: Several 230' MSL portable oil derricks W of fld. (10-19) Caution - hvy simulated inst apch tfc on ILS and LF rng during VFR conditions. (11-29)

CALIFORNIA: LONG BEACH-EAST LONG BEACH ARPT: Caution-const W side NE/SW Rnwy and S side E/W Rnwy. Land W and N sides respectively. (7-23)

LOS ANGELES-RADIO: VAR visual courses not usable - moderate scalloping N sector.(5-11)

LOS ANGELES INTERNATIONAL ARPT-TOWER: Jan 31, ASR shut down for approx 4 mos. modernization. (2-1) FLD: Due to non-visibility twr unable to ctl tfc on first 300' and last 600' of Rnwy 34 and last 1000' of Rnwy 29. Equip. on and adj to const areas. Pilots are urged to use extreme caution when operg off-shore just west of arpt. All jet acft departing rnwys 25L/25R climbing in VFR conditions use a 200° departure corridor which originates at approx the intersection of the extended centerlines of the above rnnways with the shoreline. Acft proceeding E-bound from Malibu Intersection in VFR conditions making a track which approx the extended centerlines of the above rnwys are CAUTIONED not to descend below 4000' until passing the shoreline or Del Rey FM unless cleared otherwise by ATC.

NEEDLES-RADIO: VOR 35 n mi coverage from 5°-15° and 190°-205° at 8000' and 50° radial at 10,000'.

OAKLAND: Pilots proposing transbay flgt should ascertain that VFR wea exists within both the San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid bay is frequently less than at the two terminals. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of the fld. Exercise extreme caution in these areas.

OAKLAND-RADIO: VOR maximum usable dist 35 n mi N thru E at min instr alt.(1-14) DME coverage 80°-120°, 43 n mi at 6000'; 120°-175°,43 n mi at 5000'; 175°-280°, 43 n mi at 4000'; 280°-290°, 35 n mi at 4000'; 290°-305°, 43 n mi at 4000'; 305°-340°, 43 n mi at 6000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'; 30°-60°, 26 n mi at 5000'; 60°-90°, 35 n mi at 5000'. (6-3)

OCEANSIDE-HI HI SKY RANCH ARPT: Caution ditch in center of strip. (7-8)

ONTARIO-RADIO: DME coverage 0°-90°, 43 n mi at 13,000'; 90°-135°, 43 n mi at 9000'; 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 280°-300°, 43 n mi at 9000'; 300°-330°, 43 n mi at 13,000'; 330°-350°, 26 n mi at 13,000'; 350°-0°, 35 n mi at 13,000'. (6-12)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 315°-45°, 43 n mi at 7000'; 45°-105°, 43 n mi at 5000'; 105°-125°, 43 n mi at 6000'; 125°-190°, 43 n mi at 5000'; 190°-220°, 43 n mi at 6000'; 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'; 270°-315°, 43 n mi at 5000'. (6-15)

RED BLUFF-RADIO: DME coverage 180°-208°, 26 n mi at 9000'; 208°-217°, 26 n mi at 10,000'; 217°-235°, 35 n mi at 10,000'; 235°-360°, 43 n mi at 10,000'. (6-14)

RIALTO-MORROW ARPT: Closed on Sunday-Drag races. (12-16)

SACRAMENTO-RADIO: VOR usable dist 245°-260°, 39 n mi at 3000'. (6-1) DME coverage 10°-100°, 43 n mi at 9000'.

SACRAMENTO-McCLELLAN AFB-RADIO: USAF H fac unreliable beyond 15 mi. (5-20)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'. (5-27)

SAN DIEGO-RADIO: VOR has light to moderate scalloping in all quads. Arwy radials and radials 0, 80, 100, 140, 150, 270, 300, 310 and 320° flgt-checked.

SAN DIEGO-MIRAMAR NAS-RADIO: Navy LF rng shut down for relctn. (11-9)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO: DME coverage 10°-30°, 17 n mi at 5000'; 30°-85°, 26 n mi at 7000'; 85°-100°, 35 n mi at 7000'; 100°-120°, 43 n mi at 7000'; 120°-160°, 43 n mi at 6000; 160°-180°, 26 n mi at 5000'; 180°-225°, 17 n mi at 5000'; 225°-265°, 26 n mi at 5000'; 265°-345°, 43 n mi at 5000'; 345°-10°, 35 n mi at 4000'. (6-15)

SAN FRANCISCO INTERNATIONAL ARPT: Caution - dip in Rnwy 28L-10R W of Rnwy 1R-19L. (12-18)

SAN RAFAEL-HAMILTON AFB-RADIO: USAF VHF/DF unreliable 340°-135° clockwise below 11,000'.

SANTA ANA-EL TORO MCAS-RADIO: Navy LF rng, ident NZJ, freq 407 kc, unreliable. Multiples all courses. Usable for homing only.

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 45°-80°, 43 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 95°-110°, 43 n mi at 4000'; 110°-260°, not checked; 260°-325°, 43 n mi at 7000'. (6-28)

CALIFORNIA: **SANTA-CRUZ-CAPITOLA ARPT: Abandoned. (1-6)

**STOCKTON ARPT: Hi-intensity rnwy lgts Rnwy 11-29 cmsnd. All rnwys avail for use except lgt acft portion of Rnwy 11-29. Open ditches bordering all taxiways, unmrkd. (2-1)

**STRATFORD-SCHWARTZ FARMS ARPT: New fld. 2 s mi SE at lat 36-10-00, long 119-49-00. Elev 195'. One strip 60' x 2525'. No serv. Tvpe: L. (1-27)

**SUNNYVALE-SANTA CLARA VALLEY ARPT: Perm closed. (3-1)

UKIAH-RADIO: VOR usable dist 20°-40°, 35 n mi at min instr alts. (6-23)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

COLORADO: CHEYENNE WELLS ARPT: Caution-ditches across landing strips. (6-18)

COLORADO SPRINGS-PETERSON FLD: Beacon inop. (9-14)

DENVER-LOWRY AFB-RADIO: USAF VHF/DF steers unreliable beyond 40 n mi below 8800' from 119°-340° due to terrain. (2-8)

DENVER-STAPLETON AIRFLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Flashing amber lgt in segmented circle indicates rgt hand tfc.(5-27)

**HOLYOKE MUN ARPT: Abandoned. (1-24)

PUEBLO: Ordnance depot approx 14.8 n mi E at lat 38-16-53, long. 104-18-00, conducting demolition work-days.

**STERLING-LOGAN COUNTY ARPT: 764' lgtd TV twr erected 6.1 n mi ENE (72°T) at lat 40-38-05; long. 103-08-15. (9-15)

**VERNON-DICKSON ARPT: New fld. 5 s mi SW. NW/SE strip 4500' x 60'. Elev: 3800'. 80 oct. 20' p-line S. (1-21)

CONNECTICUT: HARTFORD-BRAINARD FLD: Rnwy 15-33 closed. (2-11)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon th ru Fri. Fld occasionally clsd by standard marker. (1-28)

SOUTH WOODSTOCK-DEFLOREZ ARPT: Closed - ground very soft. (3-4)

WAREHOUSE POINT-SKYLARK AIR PARK: Closed intermittently, fld soft, mrkd. (2-7)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 015°-050°, 43 n mi at 2500'; 050°-180°, 43 n mi at 2000'; 180°-270°, 43 n mi at 2500'; 270°-285° 35 n mi at 3000';285°-320°,43 n mi at 3000';320-360°,35n mi at 3000';360-015°,35n mi at 2500'.

DELAWARE: ★DOVER AFB-RADIO: USAF VHF/DF opers freq 137.88 mc. Does not oper freq 126.18 mc.

GEORGETOWN-SUSSEX COUNTY ARPT: Use extreme caution NNE/SSW and NNW/SSE rnwys not recommended for hvy acft. Men and equip. on fld. (6-11)

WILMINGTON-NEW CASTLE COUNTY ARPT: Caution lndg jet interceptor acft using tactical lefthand overhead apchs at 1500'MSL. Conventional acft traffic pattern alt 1000' MSL. Jets use two longest rnwys only. (11-25)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3 to 3.5°S. LF rng has auto voice ident on test basis(8-10 (8-10) TVOR min en route alt coverage restrictions as follows: 265°-90°, 26 n mi; 90°-180°, 22 n mi; 180°-265°, 17 n mi.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt;(a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and C.G. logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., C.G. and will be flown VFR conditions only). NO acft over 120,000 lbs without prior approval arpt director. CG acft taxi to CG Hangar #6 S of Admin bldg. Navy acft taxi to MATS terminal N of Admin. Bldg. GENERAL: Hvy const equip. operg daylgt hrs in arpt areas bounded by taxiway 10N, W side of intsxn Rnwys 18-36, 3-21 thence SW parallel to Rnwy 3-21, 200' W to S bndry of arpt thence NE along S and terminal apron to taxiway 10N. Taxiway 10S and Rnwy 9-27 clsd to all tfc. Hvy equip. crossing Taxiway 6 and Rnwy 9-27. Extreme caution when taxiing adj to and thru const area. (10-8) Hvy equip. will be operg in marsh area S of Rnwy 3-21. Rnwy 3-21 clsd durg daylgt hrs.

FLORIDA: CROSS CITY-RADIO: Feb 3, VOR on 117.7 mc flgt-checked, operns normal on Arwy radials 152° and 307°. Other azimuths not flgt-checked. (2-8)

DAYTONA BEACH-RADIO: VOR flgt-checked on arwy radials only.

FT. MYERS-RADIO: VOE usable on arwy radials only. Pilots conducting VOR apchs to Page arpt should disregard VOR signals between VOR and arpt, due extreme course roughness of VOR radial 042°. (1-10)

FLORIDA: **HOLLYWOOD-NORTH PERRY ARPT: 546' (553' MSL) lgtd twr lctd lat 25-57-27, long. 80-12-43; 3.0 n mi SSE (147° T). (2-4)

★HOMESTEAD-RADIO: Hvy tfc E and W courses LF rng 2500' and below. Caution-E course below 1000' within 4 n mi Homestead AFB acct jet acft practicing carrier type lndgs durg daylgt hrs. Mar 4, NE course LF rng realigned to 214°.

JACKSONVILLE-RADIO: Rcvg freq 3023.5 kc intermittently unreliable due to interference from ARINC freq 3015 kc. (3-1) DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-280°, with exception apch course 248° usable to 9 n mi. (1-7)

JACKSONVILLE-IMESON ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-7)

KEY WEST-MEACHAM FLD: Large or fast acft taking off from Rnwys 8 and 11 will proceed straight out and pass S and E of Boca Chica NAS. All acft en route Meacham Fld will ctc Boca Chica twr on 126.18 mc for tfc info when 20 mi out, if unable ctc twr, ctc Key West rdo. Caution - const 600' ext to apch end Rnwy 8. Air Carrier operns authorized for Lockheed 18, DC-3 and C-46 acft only - due to condition of rnwys. (2-17)

MIAMI: Effective Mar 15, that portion of Caution Area C-172 and Warning Area W-173 which overlap airway from Miami LF rng direct to Key West LF rng, be rescinded.

MIAMI INTERNATIONAL ARPT: Approx 800' Rnwy 9L-27R and portion taxiway N of 20th Street Hangar area not visible to twr. Parking space avail. 20th St. for civil acft. 1500' abandoned E/W Rnwy S of 36th St. Terminal apron and W of taxiway leading to Eastern Air Lines Terminal now considered part of 36th St. Terminal apron. Passenger loading dock now in opern. Caution advised in taxiing. (4-2)

ORLANDA-RADIO: DME and VOR usable dist 35 n mi at min en route alt. (10-22)

ORLANDO-PINECASTEE AFB-RADIO: USAF VHF/DF unreliable below 2000' at 50 n mi.

PANAMA CITY-FANNIN FLD: Caution - men and equip. on fld. Use paved rnwy only.

★PANAMA CITY-TYNDALL AFB-RADIO: USAF LF rng freq changed to 233 kc. (2-18)

PANAMA CITY-TYNDALL AFB: Effect. Mar 25, Warning Area W-337 rescinded. (2-23)

PENSACOLA: Aerobatic and formation tactics being conducted in Caution Areas 144, 146, 147 and 148 during daylgt hrs., Mon thru Sat. Intensive ngt flgt trng to 8000' in 146 and 147, sunset to 0100 CST nightly. Due to saturation of areas, civil air tfc is requested to remain on airways. Military acft to Pensacola should proceed on airways, or between 1500' and 2000' or above 8000' while in Caution Areas. Air tfc using Red Arwy No. 30 between Crestview and McDavid Int. is cautioned that extensive aerobatic trng is being conducted in Caution Areas adj to arwys between 4000' and 10,000'.

ST. PETERSBURG-PINELLAS COUNTY INTERNATIONAL ARPT: Caution - men and equip. E center of fld. Acft taxi only on yellow lined taxi strip and on concrete areas of passenger ramp W of twr. (2-17)

TALLAHASSEE-RADIO: VOR flgt-checked on arwy radials only. Other courses not flgt-checked - caution. (8-31)

TALLAHASSEE ARPT-TOWER: ILS glide slope operg on test basis at 400' from old position up rnwy toward lclzr. Glide angle: 2.75°; unmonitored. (12-31)

TAMPA-RADIO: VOR flgt-checked on arwy radials and radial 180° only.

**TAMPA-KNIGHT ARPT: 828' (868' MSL) lgtd TV twr erected 7.2 n mi E (99° T) at lat 27-53-55, long. 82-19-16. (1-26) 1134' MSL TV lgtd twr erected 11 n mi (115° T) at lat 27-50-26, long. 82-15-47. (11-30)

VERO BEACH-RADIO: DME and VOR coverage 35 n mi at 1500' at all azimuths. (8-6)

WEST PALM BEACH-RADIO: DME coverage 35 n mi at 1500' at all azimuths. (11-12)

**WEST PALM BEACH-PALM BEACH COUNTY PARK ARPT: 549' (MSL) lgtd TV twr erected 13.4 n mi N (3° T) at lat 26-49-07, long. 80-04-30. (8-12) All rnwy lgts inop. (10-30)

GEORGIA: ALBANY-RADIO: VOR max usable dist at min instr alt 35 n mi. Moderate course roughness exists on and adj to following courses: 20°, 85°, 205°, 279°, 320° from stn. (6-5)

ALBANY ARPT: Rnwy 9-27 closed to ngt aircarrier operns. (2-14)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3)

★ATLANTA-RADIO: VOR courses 030°-095° and 285°-330° rough and unusable; other courses have occasional roughness. (1-21) Feb 21, VAR voice feature decmsnd. Class: VARW. Monitoring category (1).

ATLANTA ARPT-TOWER: About April 1, ASR-PAR will be shut down until approx Oct 1 - modernization. (3-2)

**ATLANTA-FULTON COUNTY ARPT: 450' (1550' MSL) lgtd TV antenna erected 5.9 n mi E (82° T) at lat 33-47-36, long. 84-24-22. (8-14)

BRUNSWICK-RADIO: VOR courses 345° clockwise to 005° from stn rough and unusable.

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity. (12-16)

CAMPBELLTON-RADIO: About April 1, LF rng will be decmsnd. (1-14)

GEORGIA: **CHIPLEY-IDA CASON GARDENS ARPT: New Arpt. Type: P. Lat 32-50, long 84-51. Lctn: 2 mi S. No. of rnwys: 1. Elev: 904'. Lngst rnwy & facs: 31. (11-8)

COLUMBUS-RADIO: VOR courses in Atlanta Arwy Sector have moderate to excessive roughness.

DUBLIN ARPT: Bcn and rnwy lgts inop. (12-16)

**ELBERTON ARPT: Abandoned. (1-25)

LA GRANGE-RADIO: VOR flgt-checked on arwys radials only. (4-14)

MACON-RADIO: DME usable dist at min en route alt, 35 n mi in all azimuths.

NORCROSS-RADIO: About Mar 15, VOR will be cmsnd. Freq: 116.6 mc. Ident: OCR. Lctd at lat 33-56-51, long. 84-07-30. Monitoring category (1). DME will be cmsnd. (3-4)

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on course signals and pilot must monitor fac durg such use.

TIFTON-MYERS ARPT: Resurfacing all rnwys. (4-28)

VALDOSTA-RADIO: All course moderately rough.

VALDOSTA-MOODY AFB-RADIO: USAF VHF/DF unreliable below 3500'. (8-10) VHF/DF opers 0700-2200, Mon-Sat; 1200-2200 Sun; 30 min notice other times. (1-12)

VALDOSTA-MOODY AFB: Effect. Mar 25, Warning Area W-470 will be modified as follows: Beginning SW corner lat 28-37-00, long. 84-11-00; SE to lat 28-56-00, long. 83-31-00; NE to lat 30-02-00, long 84-13-00; thence SW along the meanderings 3 mi off-shore line to a point at lat 29-32-00, long. 85-00-00, thence SE to lat 29-17-30, long. 84-40-00; thence SE to point of beginning. Time of Use: Unlimited. Altitude: Surface to unlimited. Activities Conducted: Air-to-air gunnery. Controlling Agency: Moody AFB, Ga. (2-23)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR radials 130°-150° usable dist limited to 26 n mi at min terrain clearance alt. (4-16)

DIETRICH ARPT: Closed to all acft except for ski-equipped - ice and snow. (1-17)

DUBOIS ARPT, 23, SLC-GTF: Closed - drifted snow. (2-11)

MALAD CITY-RADIO: VOR usable dist 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOUNTAIN HOME AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Call: Home r. Training status. Opers: 0800-1700, Mon-Fri. (1-4)

POCATELLO-RADIO: VOR arwys radials only flgt-checked. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. (4-24) VOR coverage 60°-120°, 35 n mi at 12,000'. (7-9)

**REXBURG ARPT: Bcn perm discontd. Bndry lgts oper on req only. (1-10)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 30 n mi at min terrain clearance alt.

TWIN FALLS ARPT: Men and equip. working in open trench off end Rnwy 30 - Caution.

WEISER ARPT: Closed to all operns - snow. (1-19)

ILLINOIS: **SPECIAL NOTICE: Two 247' twrs erected 1 mi N Grand Tower, Ill. One each side Mississippi River with cable running between. One steady red lgt at top of each twr.

BELLEVILLE-SCOTT AFB-RADIO: USAF LF rng has slight splits and multiples within 35 n mi. NW, SW and SE courses unreliable beyond 35 n mi due to splits and bends. NE course unreliable beyond 65 n mi.

BENTON ARPT: Caution - new N/S rnwy under const. (10-5)

**CARMI ARPT: Abandoned. (1-6)

CHAMPAIGN-UNIV. OF ILLINOIS ARPT: 550' (1224' MSL) lgtd rdo twr being erected 14.3 n mi W (260° T) at lat 39-59-56, long. 88-37-53. (7-14)

CHICAGO-RADIO: LF rng has multiples on NW course. (6-15)

CHICAGO-MIDWAY ARPT-TOWER: TVOR course roughness beyond 20 n mi exceeds 2° tolerance by approx 1° between 35°-40°, 145°-155°, 255°-265°, 335°-348°. (2-8) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Fld clsd to military acft xcpt NG on official business. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vicinity of both terminal bldgs. (4-19)

CHICAGO-O'HARE INTN'L FLD: Due to non-visibility twr unable ctl tfc on ramp area and first 1500' taxiway adj to new terminal bldg., also ramp area N of Tiger-Slick hangar.

CHICAGO HEIGHTS-RADIO: DME coverage 151°-285°, 35 n mi at 2000'. (9-10)

CHICAGO HEIGHTS-GOVERNORS ARPT: Four unlgtd 29' poles being erected approx 510' N. (12-12)

**DANVILLE-VERMILION ARPT: Abandoned. (1-13)

DE KALB ARPT: Unlgtd 34' pole line 100' W. (1-5)

**GALESBURG-MUNSON ARPT: Abandoned. (1-6)

ILLINOIS: **GRAYMONT-CARROLL ARPT: Abandoned. (1-13)
JOLIET-RADIO: Soon, VOR will be cmsnd. Freq: 114.4 mc. Ident: JOT. Lctd at lat 41-33-18, long. 88-12-16. Bear. & dist: 149°, 23 n mi. Monitoring category (l). Class: BVOR. (1-28)
JOLIET ARPT: Joliet Arsenal 6.9 n mi SE advises demolition explosions thru Mar 31, from 1200 to 1230 daily Mon thru Fri. Fragments reach 1000'. (2-2)
KEWANEE ARPT: Closed - under const. (10-19)
LOCKPORT-LEWIS-LOCKPORT ARPT: Moored balloon opern conducted from surface to elev of 1000' at lat 41-42, long. 88-08; 12 n mi NNW (340°T). (5 mi SSW Naperville VOR on 189° radial) Operns will cont intermittently until approx May 1, 1955. Exercise extreme caution both day and night. (11-1)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkrd or lgtd.
**MARION AIRPARK: Perm closed. (2-14)
MARION-WILLIAMSON COUNTY ARPT: Lgtg designation: BL4. Attended 24 hrs. (2-14)
PEORIA-GREATER PEORIA ARPT: Caution-men and equip. on fld-daylgt hrs. (9-7)
PEORIA-MT. HAWLEY ARPT: Soft during thaws. (2-21)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280° 350°, 39 to 43 n mi at min en route alt. (2-21)
★ROBERTS-RADIO: Feb 25, VOR cmsnd. Freq: 116.8 mc. Ident: RBS. Lctd at lat 40-34-54, long. 88-09-54. Monitoring category (3). Class: VORW. (3-2)
TROY-RADIO: About Mar 25, VOR will be cmsnd. Freq: 117.2 mc. Ident: TOY. Lctd at lat 38-42-20, long. 89-55-06. Associated INSACS: St. Louis, Mo. Monitoring category (l). Class: VORW. (1-26)
**WARREN-EVERGREEN ARPT: Abandoned. (1-18)
**WEST FRANKFORT ARPT: Abandoned. (1-6)
**WOODSTOCK ARPT: Abandoned. (1-6)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pllots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approximately 29 statute miles north of the Terre Haute LF range between Montezuma and Newport and is bounded by latitudes 39-50, 39-52 and longitudes 87-21, 87-26.
AUBURN ARPT: 856' (1723' MSL) TV twr lctd 3 n mi SSE (167°T) at lat 41-20-09; long. 85-03-15. (7-13)
CAMP ATTERBURY: Frequent violations have been reported of Restricted area R-65 to the S. High angle mortar and artillery firing being conducted aily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 126.18, 137.88 mc. Trng status only. (10-4)
DYER-TRIANGLE ARPT: E/W Strip clsd-const.
EVANSVILLE-DRESS MEMORIAL ARPT: Men and equip, days. (2-25)
FORT WAYNE-BAER FLD: Rnwy 4-22 now 7800'-daylgt operns; 6200'-ngt operns. 1600' ext. not lgtd. (6-18)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDEC (approx one yr.): Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 114.4 mc, ident: IDX. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 335.0 mc serving N/S Rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. Directional lclzr 110.3 mc serving E/W Rnwy. One VORW on 112.9 mc testing intermittently. TVOR on 114.4 mc has voice ident and about Mar 7, freq will be changed to 111.4 mc. (2-7)
INDIANAPOLIS-WEIR COOK ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (12-1) FLD: all acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Fee for acft wt excess of 110,000 lbs. Left and right tfc pat. Lndg Fee for multi-engined acft. Due to non-visibility twr unable ctl tfc on taxiway from SE hangar to Turner ramp. (2-11)
LA FAYETTE-RADIO: Abour Mar 18, H fac will be discontd. (3-3)
LA PORTE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon thru Sat. Center of operns lctd at lat 41-31-28 , long. 86-36-46.
**LOGANSPORT-WILLIAMSON ARPT: New fld. Type: P. Lat 40-50, long. 86-30. 6 s mi NE. Elev: 770'. 2 strips (sod). Longest Rnwy and Facilities: 20-85. 80 oct. P-line W.
MADISON: Frequent violations of the Restricted area approx 4.3 n mi N have been reported Artillery and anit-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
RISING SUN ARPT: Caution-extreme S end of N/S Strip is fresh fill dirt.
**SALEM-BOS-DENIEN ARPT: Abandoned. (11-10)
**SELMA-HUFFMAN ARPT: Abandoned. (11-24)
**SHOALS-STILES ARPT: Abandoned. (12-1)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends on to 5 n mi from stn.

TERRE HAUTE-HULMAN FLD: Const SW end NE/SW Rnwy, mrkd; 4849' NE end open.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: BURLINGTON: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Suns., holidays. Area boundary: N-lat 40-46-27; S-lat 40-45-35; E-long. 91-11-04; W-long. 91-14-37.
CLARINDA ARPT: Equip. along S side and NW end of NW/SE Rnwy.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm up ramp of Rnwy 12.
INDEPENDENCE ARPT: N/S strip closed. (4-9)
MUSCATINE ARPT: NE/SW Rnwy under const and clsd. (9-1)
**ROCKWELL CITY ARPT: New fld lctd 1/4 mi W at approx lat 42-24-00, long. 94-39-00. Type: L. Elev 1234'. One sod strip 2200' x 150'. 90 oct. P-line W; trees N. (3-1)
SIOUX CITY-RADIO: DME coverage 77°-103°, 35 n mi; 172°-244°, 26 n mi at min en route alt. (7-30)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg., NE of black hangar and parking area at SE corner of fld. (4-16)
**SIOUX CITY-RICKENBACKER ARPT: 633' (2046' MSL) lgtd guyed TV twr erected 5.2 n mi ENE (68°T) at lat 42-34-27; long. 96-22-11. (7-14)
**VICTOR-SMITH FLD: Closed. (1-18)
**WEBSTER CITY ARPT: P-line along road immediately N end of N/S Rnwy, approx 25' high.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: Work on erection of p-line varying from 12' to 25' above ground and surrounding arpt. (10-13)
AUGUSTA ARPT: Fresh grading E side of N/S Strip. Caution when wet.
COFFEYVILLE ARPT: Caution-const. Men and equip. on fld. (3-25)
DODGE CITY-FORD COUNTY ARPT: Cattle grazing NW portion - enclosed by 2 1/2' elec fence 15' from NW edge of NW/SE Rnwy to and crossing E/W rnwy at limit of 3000' of usable rnwy, until Mar 30, 1955. E 3000' E/W Rnwy remains open. (11-5)
**GREAT BEND ARPT: 2875' MSL lgtd twr erected 5.6 n mi NE (46°T) at lat 38-25-54, long. 98-46-24. (12-3) Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil Acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution-men and equip near rnwys, days. (9-15)
KANSAS CITY-FAIRFAX ARPT: Jet acft rnwy arresting barrier lctd both ends N/S Rnwy oper daylgt hrs only. Barrier chains lctd off and alongside rnwy, mrkd. Entire rnwy usable. Caution in vcnty of jet acft blast. (9-21)
**MANHATTAN ARPT: Effect Mar 1, 1955, controlled mortar firing estab. within the following described area: beginning at lat 39-10-43, long. 96-40-55; thence to lat 39-07-54, long. 96-40-55; lat 39-07-54, long. 96-43-00; lat 39-09-23, long. 96-43-00 thence to point of beginning. Time of Use: Unlimited. Estab alt. surface to 2000'. Controlling Agency: Commanding General, Ft. Riley, Kans. (1-18)
**MEDICINE LODGE ARPT: Jan 27, NE/SW and NW/SE Strips perm closed. No serv or fuel avail. (2-2)
★MULVANE-RADIO: USAF H fac cmsnd. Freq: 317 kc. Ident: MLV. Lctd at lat 37-28-30, long. 97-13-30. Class: HW. (3-3)
OSBORN ARPT: Strip lgts inop. (12-31)
OTTAWA ARPT: Use turf strips with caution. (11-1)
PARSONS: Demolition approx 7.8 n mi ESE at lat 37-07-45, long. 95-07-15.
PRATT ARPT: Bcn inop. (12-16)
RUSSELL ARPT: 50' wide black top center strip 35-17 clsd-use sod portion. (6-10)
SALINA-RADIO: VOR coverave 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Portion of NE/SW Rnwy SW of N/S intsxn not usable for acft over 15,000 lbs gross wt. xcpt in emerg. (8-28)

KANSAS: ULYSSES ARPT: All strip lgts inop. (12-16)

**WICHITA ARPT: 1079' (2449'MSL) lgtd TV twr erected 8.7 n mi NW (328°T) at lat 37-46-54; long. 97-31-10. (10-18) 128' lgtd steel water tank being erected 0.4 n mi ESE of SE corner of arpt., at lat. 37-38-34; long. 97-24-45. (11-8)

WICHITA-BEECH ARPT: Bldg const W side of fld N half NW/SE rnwy clsd. Equip on fld. Contact Beech Tower for landing instructions.

WICHITA-CESSNA ARPT: Due to remote lctn the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to/from Cessna fld. Call McConnell twr 122.5 mc Listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern and clearance by telephone Murray 3-6511 ext 351. Under IFR conditions contact Wichita Apch ctl for tfc clearance prior to entering ctl zone Transmit 3023.5 kc, 122.5 mc. Listen 278 kc; 119.5 mc or range voice channels. (4-28)

KENTUCKY: CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (10-21)

DANVILLE-GOODALL FLD: All lndg area clsd-const. Temporary 1700' N/S strip in use located W of closed N/S strip. (10-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

**LEXINGTON-BLUE GRASS ARPT: 654' lgtd guyed twr lctd lat 38-03-55, long 84-29-13, 5.5 n mi ENE (70°T). (1-8) Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE.

LOUISVILLE-BOWMAN ARPT-TOWER: Effect. Apr 24, hrs of opern will be 0600-2200. FLD: Due to non-visibility twr unable to ctl tfc on the first 150' of rnwy 6 and the outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld. (1-25)

LOUISVILLE-STANDIFORD FLD-TOWER: ILS lclzr has moderate roughness between MM and touchdown. (1-31) FLD: 60' booms off apch ends rnwys 24 and 19 - caution durg daylgt hrs. (2-11)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (7-14)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'. (12-23)

LOUISIANA: SPECIAL NOTICE: Two strong beam lgts to be displayed Green Arwy 6, 20 n mi ESE (105°T) from Lafayette Arpt at lat 30-06-10, long. 91-37-44 and 28 n mi SSW (195°T) from Baton Rouge, Ryan Arpt at lat 30-05-50, long. 91-18-27. Lights will be directed vertically and displayed for two week period. (3-2)

ALEXANDRIA-RADIO: VOR radials 340° to 20° clockwise, moderate bends - caution.

**ALEXANDRIA-McARTHUR DRIVE ARPT: 591' (692' MSL) lgtd TV twr erected 4.3 n mi ENE (75°T) at lat 31-18-22; long. 92-24-56. (7-25)

**BATON ROUGE-RYAN ARPT: 954' (1002' MSL) lgtd TV twr erected 5.7 n mi SSW (195°T) at lat 30-25-57; long. 91-11-08. (2-14) S taxiway between rnwys 35-31 closed. (12-9)

LAFAYETTE ARPT: Rnwy 10-28 closed to all ngt operns. (2-11)

LAKE CHARLES: Warning Area W-377 is modified as follows: Name: Lake Charles, La. Description: Latitude 29°05'00", longitude 94°00'00"; latitude 29°25'00", longitude 94°00'00"; latitude 28°30'00", longitude 92°15'00"; latitude 28°10'00", longitude 92°15'00" to point of origin. Time of Use: Daylight hours, 7 days a week. Altitudes: Surface to unlimited. Controlling Agency: Alexandria AFB, La. Effective date: March 8, 1955. Activity: Air-to-air gunnery.

LAKE CHARLES-RADIO: About Mar 21, VOR will be shut down until approx July 21 - relctn to lat 30-08-29, long. 93-06-21. (2-26)

MINDEN MUN. ARPT: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR has scalloping bends and course displacement beyond tolerance between 20°-40° and 310°-335°. (4-14) DME coverage 120°-150°, 35 n mi at 1500'. (7-2)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-4)

**SHREVEPORT: Effective March 8, 1955, the following controlled firing area established: Name: Louisiana Ordnance Plant Controlled Firing Area #1. Description: Within a radius of 2000 feet from a point at latitude 32°33'45", longitude 93°27'15". Activities: Decontamination of heavy equipment by use of explosives. Time of Use: 0800 to 1630 daily. Controlling Agency: Commanding Officer, Louisiana Ordance Plant, Shreveport, La.

** Effective March 8, 1955, the following controlled firing area established: Name: Louisiana Ordnance Plant Controlled Firing Area #2. Description: Within a radius of 1500 feet from a point at latitude 32°34'40", longitude 93°22'00". Activities: Ballastic acceptance test of ammunition. Time of Use: 0800 to 1630 daily. Controlling Agency: Commanding Officer, Louisiana Ordnance Plant, Shreveport, La.

SHREVEPORT-BARKSDALE AFB-RADIO: USAF Elm Grove FM pattern irregular - caution (6-11) VHF/DF unreliable below 2500'. (9-29)

TALLULAH-SCOTT ARPT: Rnwy clsd ngts, land with caution days on E side of N/S rnwy.

WELSH ARPT: E/W rnwy closed - repairs. (9-28) Beacon inop. (10-4)

MAINE: AUGUSTA-RADIO: VOR usable dist 80°-160° and 220°-240°, 35 n mi at min en route alt.

**AUGUSTA-STATE ARPT: Rnwys 3-21, 12-30 closed acft over 15,000 lbs and to all acft winter months. (12-31)

BANGOR-RADIO: VOR radials usable dist clockwise 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Rnwy 5-23 closed to wheel-equipped acft - rnwy will not be plowed durg winter season. (1-3)

LIMESTONE-LORING AFB-RADIO: USAF VHF/DF unreliable beyond 25 n mi below 3000'; due to terrain. USAF VOR unreliable below 3500' at 50 n mi. (4-15)

MILLINOCKET ARPT: Rnwy 11-29 plowed durg winter season. Caution-apron hazardous-broken pavement, patches. Ctc lgts inop. (11-30)

PRESQUE ISLE-RADIO: VOR usable dist 35n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR radials usable distance 150°-240°, 35 n mi; 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (11-24)

WINTERPORT-FERNALD ARPT: Caution-hole in safety strip on southerly side of E end of E/W rnwy.

MARYLAND: ANDREWS-RADIO: LF rng has auto. voice ident on test basis.

BALTIMORE-RADIO: DME and VOR usable dist 35 n mi at min en route instr alt. (4-29)

CAMP SPRINGS-ANDREWS AFB-RADIO: USAF VHF/DF unreliable beyond 50 n mi 015°-245° at 4500'; 245°-330° at 3500'; 300°-350° at 2000'; 350°-15° at 3000'. (9-22)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy closed-parked military acft. Taxi strips leading to City Hangar remain open to transient traffic. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Runway marked to show where 40 to 1 apch clearance line intersects runway. Entire runway available at pilot's discretion.

**RIVERDALE-ERCO FLD: Effect. Feb 28, there are no maint. service, tiedown, gas and oil. (1-26)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling any State Police Barracks.

BOSTON-RADIO: Max usable dist all VOR radials 26 n mi at min instr alt. Moderate multiples SW course LF rng. (12-22)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: April 21, ILS lclzr and glide slope shut down for indefinite period. Mrkrs, LOM and apch lgt lane will remain in opern. Mar 7, trans & rcvr 348.6 mc cmsnd. FLD: Rnwy 11-29 subject to closure daily until 1600, due to blasting operns. Hvy constr in progress. Taxiways not visible from twr.

BOSTON-LOGAN ARPT: Obstn lgts on 174' stack 1.3 n mi WSW inop. Due to non-visibility twr unable to ctl tfc on apron between radar twr and National Guard hangar. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. (8-30) Jet acft take-offs prohibited from rnwys 4L and 33. (10-2) Take-offs in northeasterly direction rnwy 4L and lndgs in S westerly direction rnwy 22R prohibited. (10-4) First 1090' rnwy 4R closed to lndgs for approx 2 months - const. Threshold lgts and rnwy mrkrs relctd to conform with above. 150' clearance between threshold lgts avail as a roll over area on SW lndgs and as a taxiway for NE take-offs. All acft must cross MM site at not below 220' alt. Extreme caution advised. 90' ASL pile drivers and other equip. lctd from 300 to 1300' off apch end of rnwy during both IFR and VFR. (10-29) Caution - const of 140' ctl twr lctd Terminal Bldg area 2000' from center line Rnwy 15 and 1750' from centerline rnwy 4L., lgtd. (3-1)

NANTUCKET MEMORIAL ARPT: Two flashing hi-intensity lgts installed apch to rnwy 24 avail during drizzle. (7-21)

NORWOOD ARPT: 849' lgtd tower erected 3 n mile NE (48°T) at lat 41-12-42; long. 71-06-51.

WESTFIELD-RADIO: LF rng N course displaced approx 3° counterclockwise. Navigational feature inop indefinitely. (3-7)

MICHIGAN: ALMA ARPT: N/S Rnwy closed. (12-30)
BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. (10-13)
**CADILLAC ARPT: 1202' (2988' MSL) twr erected 8.2 n mi SSE (153° T) at lat 44-08-12, long. 85-20-33. (11-4) Top lgt not operg. (3-3)
CARLETON-RADIO: About Mar 15, VOR will be cmsnd. Freq: 114.9 mc. Ident: CRL. Lctd at lat 42-05-53, long. 83-27-27. Bear. & dist. to Wayne-Major Arpt: 28°, 10.6 n mi. Monitoring category (1). Associated INSACS: Detroit, Mich. Class: BVOR. (1-28)
**DAVISON-SEELY'S ARPT: Abandoned. (12-23)
DETROIT-RADIO: DME coverage 260°-290°, 35 n mi at min en route alt. (6-11) About Mar 15, VOR will be decmsnd. (1-28)
**DETROIT-CITY ARPT: 1064' lgtd TV twr erected 9.6 n mi NW (295° T) at lat 42-28-59, long. 83-12-20. (7-23)
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of Rnwy 5-23 and NE of Rnwy 14-32 avail. for lgt acft only. (5-24)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of Rnwy 9L. Equip. on fld days.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE Rnwy under construction. (6-3)
**FOSTORIA-FORREST ARPT: Abandoned. (12-23)
FRASER-JOY ARPT: Abandoned. (3-4)
GAYLORD-OTSEGO COUNTY ARPT: 1000' W end E/W Strip under const - clsd. (11-14)
GRAND RAPIDS-KENTY COUNTY ARPT: Trees on apchs to Rnwys 12 and 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn Rnwys 36L and 4R also just off N edge taxi ramp W Admin Bldg. (2-4) Rnwy 18R-36L clsd ngt tfc sunset-sunrise.
**HOUGHTON COUNTY ARPT: 125' lgtd TV twr erected 4.3 n mi NE (37° T) at lat 47-13-30, long. 88-25-30. (2-22)
**IRONWOOD-GOGEBIC COUNTY ARPT: Unicom avail. (2-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 closed. (2-25)
**KALAMAZOO ARPT: 955' (1940' MSL) lgtd TV twr erected 13 n mi NNE (08° T) at lat 42-24-57, long. 85-31-49. (7-18)
LANSING-RADIO: LF rng operg at reduced power output of 100 watts indefinitely. (10-21)
LANSING-CAPITAL CITY ARPT-TOWER: Twr transmissions on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. FLD: Acft parked W side fld E of apron. Obstn lgts inop ends of NE/SW Rnwy. (10-14)
MARLETTE ARPT: Rot. bcn inop. (1-3)
**MARSHALL-BROOKS ARPT: 135' unlgtd tank erected 1.3 n mi NW (60° T) at lat 42-15-00, long 84-57-00. (3-1)
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (10-1) USAF VOR unreliable below 3000' beyond 50 n mi. (4-21)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end Rnwy 14 and for 50' on apch end Rnwy 24. Acft apchg Rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S Rnwy clsd to Twin and Multi-engine acft over 10,000 lbs. gross wt. (8-27)
PELLSTON-EMMET COUNTY ARPT: E/W rnwy clsd winter months - ice and snow. (1-4)
**PLYMOUTH-TRIANGLE ARPT: Abandoned. (1-26)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt. (6-16)
SAGINAW-RADIO: Trans & rcvr 243.0 mc will be cmsnd at relctd fac. (3-4)
**SAGINAW-TRI-CITY ARPT: Unlgtd 40' tree placed approx 1400' W of E/W Rnwy. (2-22)
STAMBAUGH ARPT: N/S rnwy avail. wheeled-acft. Ski-equipped acft use caution. (1-24)
**TECUMSEH ARPT: New Arpt. 4 s mi NE at lat 42-02, long. 83-53. Elev: 793'. No. of rnwys: 2. Lngst rnwy & facs: 33. (1-14)
WAYLAND ARPT: Temp. clsd. (2-28)
MINNESOTA: ALEXANDRIA-RADIO: DME coverage 16°-31°; 149°-164°; 194°-338°, 35 n mi at min en route alt. (8-3)
BIMIDJI ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.2 mc. Ident: BJI. (10-25)
BRAINERD ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 109.2 mc. Ident: BRD. (10-25)
DULUTH-RADIO: VOR as moderate to severe roughness and scalloping within 9 n mi all azimuths.
**DULUTH ARPT: 584' (1828' MSL) lgtd twr erected 4.2 n mi SE (135° T) at lat 46-47-20, long. 92-06-51. (7-8) 558' (1784' MSL) lgtd twr erected 4 n mi SE (140° T) at lat 46-47-08, long. 92-07-15. (8-4)
EVELETH-VIRGINIA ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 108.2 mc. Ident: EVN. (10-25)
INTERNATIONAL FALLS ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.8 mc. Ident: INL. (10-25)
LITTLE FALLS ARPT: Closed. (9-10)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to control tfc on first 500' apch end Rnwy 11L and intsxns Rnwys 4-22, 11R and associated taxiways. Use paved areas only xcpt in emerg. Ceiling and visibility taken approx 1500' beyond apch end ILS rnwy now being reported in Minneapolis record and special observations. Rnwy ceiling being substituted for ceiling at terminal bldg in usual position in report whenever rnwy measured ceiling is 1500' or below. Rnwy visibility being reported in remarks whenever visibility observed is 3 s mi or less. Observations taken only when Air Force acft lndgs anticipated. (12-14)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
ST. CLOUD-WHITNEY MEMORIAL ARPT-TOWER: Oct 11, State owned TVOR operg on test basis. Freq: 111.6 mc. Ident: STC. (10-25)
MISSISSIPPI: BROOKHAVEN ARPT: New arpt under const approx 2 mi NE (1-17)
**BROOKHAVEN-ULMER ARPT: Abandoned. (1-17)
GREENWOOD-RADIO: VOR usable on arwys only. (-59) Freq 3023.5 kc unreliable. DME coverage 40°-70°, 43 n mi at 1800'; 70°-110°, 35 n mi at 1800'; 110°-175°, 26 n mi at 1700'; 175°-210°, 35 n mi at 1700'; 210°-310°, 43 n mi at 1700'; 310°-040°, 35 n mi at 1800'.
GULFPORT ARPT: USAF GCA trng Mon thru Sat. Letdown to 100' min over N/S Rnwy. No lndgs. 30 mi pat. in use. Three acft in pat-one over rnwy every four minutes.
MERIDIAN-RADIO: VOR usable only along Aryw Red 10 NE toward Tuscaloosa and Arwy Red 84 E toward Montgomery. Other courses not usable acct roughness and course displacement. (4-27)
**RAYMOND-WILLIAMS ARPT: Effect. Jan 2, 150' lgtd oil derrick will be constructed W side of Arpt. (12-22)
MISSOURI: BLUE SPRINGS-RADIO: About Mar 25, VOR will be cmsnd. Freq: 116.2 mc. Ident: BSP. Lctd at lat 39-02-47, long. 94-15-30. Monitoring category (3). Class: VORW.
BRANSON-MEMORIAL ARPT: Two stationary steel twrs 3 mi S; 430' and 225' high and two movable steel twrs 265' and 125' high, max. 1285' MSL. Two 2000' cables will connect twrs and span White River - mrkd. (2-14)
**CAPE-GIRARDEAU ARPT: 882' TV twr erected 6.9 n mi N (352° T) at lat 37-20-25, long. 89-35-21. (8-25)
**CHILLICOTHE ARPT: 240' (735' MSL) lgtd steel twr erected 19.0 n mi SSE (155° T) at lat 39-29-54, long. 93-19-48. (2-24)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-6 acft. Movements of mil acft controlled and will give way to civil acft desiring to lnd at/or take-off from arpt. Civil acft should execute normal tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (4-13)
JEFFERSON CITY-MEMORIAL ARPT: 500' TV antenna will be erected 7 n mi NE (30° T) at lat 38-41-28, long. 92-05-43. (9-29) 600' E end E/W and 500' N end N/S Rnwys clsd.
KANSAS CITY-RADIO: LF rng SE course is approx 5° wide due to severe multiples and is not satisfactory for lateral tfc separation. (7-15) Effect. Mar 18, Liberty FM on NE course LF rng will be perm discontd. (2-23)
KANSAS CITY ARPT: Due to non-visibility twr unable to control tfc on first 200' Rnwy 21 portions of terminal ramp, all TWA ramp and warm-up block for Rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Extreme caution - men and equip. on fld. 70' lgtd twr on new bldg lctd 1300' NE from the NE end of Rnwy 3-21. (1-6)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operating vicinity. (4-20)
KANSAS CITY-THIRTY FIRST STREET ARPT: 1025' (1949' MSL) lgtd guyed TV twr erected 0.9 n mi NW (345° T) at lat 39-05-03, long. 94-30-57. (7-9)
MALDEN-RADIO: Jan 25, VOR shut down until approx Mar 10 - modification.
**MALDEN ARPT: Clsd civil acft. Caution - extensive mil VFR ngt operns to 5000' MSL within a 26.05 n mi radius of fld, Mon-Fri. (7-21)
MEXICO-GREEN FLD: New N/S Rnwy closed. Use N S Rnwy next to theatre. (6-5)
ST. LOUIS-LAMBERT FLD-TOWER: About Mar 28, ASR will be shut down for approx 20 days - installation of repeater equip. (3-4)

MISSOURI: **ST. LOUIS-LAMBERT FLD: 678.5' lgtd TV twr erected 8.7 n mi SE (150°T) at lat 38-37-41; long. 90-16-09. (1-3) Silos and trees 1700' apch end Rnwy 30, unlgtd and unmrkd. Shoulders soft. Caution - rnwy apchs rough and unusable. Grass area clsd. Const on fld-mrkd. Use rnwys and taxi strip only. (8-27)

ST. LOUIS-MERAMEC ARPT: New 4000' N/S Rnwy under const-mrkd. 3000' x 300' of this rnwy usable - 2156' x 42' hard surfaced. E/W Rnwy 2900' x 200', sod. (12-9)

ST. LOUIS-SMARTT FLD: Convertiplane experimental flgt tests. Not more than 2 of the 8 rnwys will be closed during tests. Large red canvas X markings will be placed on rnwys when closed. (3-1)

SEDALIA MEMORIAL ARPT: Bcn inop. Use hardsurfaced NE/SW Rnwy only. (12-17)

SEYMOUR-OWEN FLD: Caution-soft along sides and SW end NE/SW Strip. Land at own risk. (1-21)

VICHY INT FLD 60, AMA-STL: About Mar 31, fld will be discontd. Bcn will be changed to six clear and six red fpm and opered as type "A". (3 3)

WEST PLAINS-SKY HAVEN ARPT: Caution-const. Use at own risk. (3-25)

MONTANA: BOZEMAN-RADIO: DME and VOR coverage 330°-85°, 17 n mi at 11,000'; 85°-100°, 17 n mi at 10,000'; 100°-125°, 26 n mi at 10,000'; 125°-185°, 26 n mi at 11,000'; 185°-200°, 35 n mi at 11,000'. (6-16)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°,35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176° 198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°-35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (6-24)

CUT BANK-RADIO: Usable distances of many VOR radials are lmtd in the signal shadow areas imposed by intervening high terrain.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi and 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'. (6-16)

GREAT FALLS AFB-RADIO: USAF VHF/DF unreliable 260°-13° below 10,000'; 259°-12° below 7000'. (4-8)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220° 235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. (6-25)

ST. IGNATIUS ARPT: Rnwy lgts inop until July 1955. (10-4)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW Taxi Strip closed. (6-12)

BEATRICE ARPT: E/W strip open days only for lgt acft.

**CURTIS ARPT: 240' (3050'MSL) lgtd relay twr erected 3.8 n mi NE (50°T) at lat 40-41-08, long. 100-24-20. (2-25)

GRAND ISLAND ARPT: Caution - const approx 1000' N of S end and along W edge of ramp. Area mrkd and lgtd. (1-27)

HASTINGS ARPT: Extreme caution, shoulders ruf-soft when wet. Use rnwys, strips. (9-13)

SIDNEY: Demolition opern being conducted approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi 126-170,17n mi; 170-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'. (5-7)

NEVADA: ★ELKO RADIO: Arwy radials 039°,073° and 240° only flgt-checked. Usable dist of other courses may be lmtd in some areas due to mountainous terrain.(1-23) Variation of VOR changed to 17°E. (1955 Isogonic value). (2-15)

LAS VEGAS: Caution in Control Zone area, tow target pattern between Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. (6-7) Effect Feb 12, all pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LAS VEGAS-NELLIS AFB-RADIO: USAF VHF/DF steers unreliable 130°-180° below 16,000' 250°-350° below 15,000'; 270°-320° below 16,000'. (8-11)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'. (5-6)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'. (6-25)

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. (5-7)

RENO ARPT: 1500' new rnwy const N end of 16-23, closed. (1-24)

RENO-STEAD AFB-RADIO: USAF VHF/DF cmsnd. Freqs: 121.5, 137.88 mc. Opern on trng status. Unreliable below 16,000' from 360°-030°, (11-30)

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'. DME coverage 15°-160°, 26 n mi at 12,000'; 160°-210°, 43 n mi at 10,000'; 210°-250°, 26 n mi at 12,000'; 250°-345°,35 n mi at 12,000'; 345°-015°, 43 n mi at 10,000'. (5-6)

WELLS-RADIO: Only VOR arwy radials flgt-checked.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (Tel. Concord, Capital 5-6611, Ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (7-2)

**CONCORD ARPT: Broken pavement on taxiways. (4-29) Unicom 0830-1700 daily xcpt Sat, Sun, and holidays. (2-4)

KEENE-RADIO: H fac usable dist 20 n mi under normal conditions. Unreliable due intermittent interference durg hrs of darkness. (3-4)

NASHUA-BOIRE FLD: Caution, banner pickups and drops durg daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution, ngts green range lgts are set so touchdown area is 300' beyond range lgts both ends of rnwy. (5-1)

NEW JERSEY: **BELMAR-MONMOUTH CO. ARPT: New 8000' Rnwy 14-32 under const. 80-90-100 oct. avail. (2-21)

BRIDGETON-BUSK'S ARPT: From Dec 1, '54 to Apr 1,'55 arpt will not be maintained and no services avail. (11-24)

CALDWELL-RADIO: VOR coverage 200°-60°, 25 n mi; 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

CAMDEN-CENTRAL ARPT: 34' unlgtd p-line 150' long erected 500' NE of NE/SW Rnwy.

COYLE-RADIO: Dec 9, mobile VOR test unit, freq 113.4 mc placed in opern. Lctd at lat 39-49-00, long. 74-25-53. Operg on test basis only. Freq changed temporarily to 116.8mc on Dec 16. (12-16)

★LAKEHURST NAS-RADIO: Effect. Feb 24, Navy LF rng freq changed to 396kc; class to SBRLZ. (2-21)

MILLVILLE ARPT: Caution-low alt maneuvers mil acft VFR days. Non-military glider operns week-ends. (4-12)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK ARPT: ALL ACFT: Clsd to jet and fighter type acft and acft over 122,500 lbs. NATCC preferential rnwy system in effect. 2-way rdo rqrd. Clsd to motorless acft. Rotary wing acft operg at terminal. Unusable lndg area Rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold Rnwy 29 with obstn lgts 20' high. 130' floating and stationary cranes operg in apch to Rnwy 29 in seaport channel. Acft stay on paved

NEW JERSEY: surfaces. (11-8) Manhole open durg daylgt hrs in sand area 30' E of Rnwy 4-22 rnwy lgts.-mrkd. Bridge under const 2 mi E of apch end Rnwy 29. Crane Booms from 170' to 400' high - lgtd.(12-2)MILITARY: Clsd to mil acft xcpt on official orders.Clsd to all fighter tvpe acft and jet acft regardless of official orders, xcpt those processing for overseas shipment. Ctc twr 30 min prior to landing. Restrictions are not applicable to N.J. Air National Guard T-6,F-51,F-47 and B-26 type acft based at Newark. (4-1)

OCEAN CITY ARPT: All acft must make westerly turns on all take-offs and shall enter all tfc patterns to the west.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to Rnwy 1-19 E side and to S Taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. 50' unlgtd stack on hangar 150 yds E of apch Rnwy 24. Extreme caution taxiing on W end of S Taxiway and to and from Rnwy 24 to apch end. Open ditch parallel to Rnwy 6-24 E side N of intsxn. NW/SE Taxiway designated as Rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9,000 lbs. Rnwy 32 clsd for take-offs, Rnwy 14 clsd for lndgs. Rnwy 14-32 avail, ngts only on special request. Equip. on fld - days. Const N of hwy end Rnwy 24 and adj to all paved surfaces. Clsd to jet fighter ty pe acft.(10-16) 65' booms daylgt hrs only - const for extension of all rnwys at apch ends Rnwys: 1, 6, 32. (2-10) During hrs of darkness apch ends Rnwy 1 and Rnwy 6 mrkd with red and green lgts, Rnwy 32 mrkd with red lgts. (2-23)

TRENTON-MERCER COUNTY ARPT: Acft using Rnwy 24 an take-off clear bndry at Bear Tavern Road before executing any turns. All acft operns should be conducted on paved areas only, due to sink holes in sod. Open ditch 10' to right and left of Rnwy 16. Men and equip. center of fld. (1-20)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-RADIO: USAF VHF/DF unreliable in NE and SE quads below 16,000'. (9-24)

ALBUQUERQUE-KIRTLAND AFB: Rnwy 8-26 and 3-21 closed. Acft arrive with sufficient fuel to proceed to alternate due to unpredictable high E/W winds or possibility Rnwy 17-35 being closed upon arrival. Restricted to acft on OFL BUS ONLY until April 1, 1955. (2-11)

CARLSBAD ARPT: Rnwy lgts on 3-21 only - remainder lgts inop. (2-14)

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked. (5-22)

FARMINGTON ARPT: Rnwy 6-24 rough at intxns W taxiway. (7-27)

GALLUP: Demolition activities in progress sunrise to sunset Mon thru Fri, thru July 31, 1955 in area lctd approx 7.8 n mi SE. (9-7)

GRANTS-RADIO: VOR radials restricted to Arwy V-12 only. (5-7)

HOBBS LEA COUNTY ARPT: Hi-intensity lgts rnwy 3-21 inop. (1-5).

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi from stn.

LAS VEGAS ARPT: Fld lgts inop. (8-10)

LOVINGTON ARPT: 600' lgtd TV antenna erected 1 n mi NW(310°T) at lat 32-57-28; long. 103-21-13. (9-17)

OTTO-RADIO: VOR radials usable 26 n mi. (12-1)

ROSWELL: Controlled firing and bombing area, 5.2 n mi in radius, centered at lat 33-13-45, long. 104-38-00, approx 6.5 n mi SW of Walker AFB, operates daylgt hrs providing wea visibility 13 n mi or better and sky clear. Area under radar su rveillance. (6-8)

ROSWELL-RADIO: VOR courses 100°-240° have moderate to severe scalloping, increasing from stn to max usable dist. (10-28)

SANTA FE-RADIO: VOR radials restricted to Arwys only.

ZUNI-RADIO: Rcvr 255.4 mc max usable dist E of INSAC 26 n mi at 10,000'. VOR has moderate scalloping SW quad.

NEW YORK: BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr. alt.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT: E/W and N/S rnwy clsd ngts. (7-22)

ELMIRA-RADIO: VOR has roughness in all quads. (9-4)

ELMIRA-CHEMUNG ARPT-TOWER: About Mar 16, twr and apch ctl hrs of opern will be 0700-2300. (2-19)

**ENDICOTT-TRI-CITIES ARPT: 785'(2546'MSL) TV twr erected 6.5 n mi E(100°T) at lat. 42-03-34; long 75-57-06. (2-23)

FARMINGDALE-REPUBLIC ARPT: Rnwy 4-22 clsd-acft parked on rnwy.(2-10)

GOUVERNEUR ARPT: Closed until Spring 1955. (11-22)

NEW YORK: HEMPSTEAD-MITCHELL AFB-RADIO: Usable dist MHW fac 9 n mi. USAF LF rng unreliable, to be used for homing fac only. (10-20)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

*ISLIP-MacARTHUR ARPT-TOWER: Feb 15, trans & rcvr 121.7 mc decmsnd.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR-terrain causes bends from 82° thru 90° to 230°. (10-5)

MONTAUK POINT: Anti-acft firing being conducted during daylgt hrs., Mon thru Fri. within the sector of a circle having a radius of 29,275 yds, centered at a point about 750 yds SW of Montauk Pt. light, between true outbound bearings of 122° and 212°. Towed target and radio controlled targets being operated within the sector of a circle having a radius of 28,275 yds, centered at lat 41-04-00, long. 71-51-48, between true outbound bearings of 74° and 221°. There is no restriction to acft flight through these areas.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' inbound between 360°-96° and 118°-167°; below 6000' inbound heading 206°-297°; below 5000' inbound 167°-206°, 297°-360° and 96°-118°.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y. and Newark Arpt, N.J.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT: Rnwys 1L-19R and 7L-25R closed. Follow exact centerline when using Taxiway CC at roadway overpass. 185' MSL control twr-highest arpt structure. Men, equip. adj Rnwy 4-22 (6-1) Caution, when taxiing Taxiway A due to acft running up on clsd Rnwys 7L- 25R S of intsxn with Rnwys 13L-31R. (8-3)Closed to fighter tvpe acft. (8-18) Caution, cranes with 100' booms operg durg daylgt hrs SW of arpt. Booms lowered to 50' ngts. (10-14) Closed to motorless acft. Access to E and W gate positions terminal apron via taxiway CC. Perm bldgs 75' MSL lctd 2000' W, 1000' N of taxiway CC overpass. (1-24) Taxiway X east of Taxiway CC clsd to acft movement.

*NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. LOM auto.voice ident usable dist 9 n mi. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. Feb 23, freq 121.7 mc cmsnd and freq 121.9 mc decmsnd. (3-4) FLD: Clsd to fighter type acft. Clsd to all mil acft xcpt those carrving high govt officials. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. An 8 by 4' open ditch adj to dike lctd 100' from apch end of Rnwys 22, 27, 13, 31. (11-26) Transient helicopters land N of Bullseye at Marine Air Terminal. (3-4)

**NEW YORK-RICHMOND CO. ARPT: Permanently closed. (2-23)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy closed Sat all day and Sun to 1200. Do not use grass for take-offs and lndgs or taxiing, if soft. No ngt take-offs or landings permitted due to New York City law. S end N/S rnwy uneven. (12-8)

NIAGARA FALLS ARPT: Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. (12-23)

**ONEONTA ARPT: Closed. (12-21)

PLATTSBURG-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (9-24)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to control tfc in areas S side of fld at E end of hangar line and in vcnty of T type hangars. Caution taxiing in these areas. No signal between sunset and sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROMULUS: Caution-hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long 76-53-17 between 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SAMPSON: A demolition area has been established: Description: Within a radius of 1350' centered at lat. 42-46-59; long 76-53-06.

SAVVILLE ARPT: Rgt turns after landing. Taxi left side strip.

SCHENECTADY-COUNTY ARPT: New Rnwy 4-22 open, 7000'. Caution-billboard on apch to rnwy 10. Due to non-visibility twr unable to ctl tfc first 2000' Rnwy 22-and N end of taxiway serving Rnwy 22. (12-15)

**SCHENECTADY-INTERCITY ARPT: Abandoned. (2-3)

*SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt. (4-29) Correct LF rng lat 43-06-24, long 76-16-41. Correct VOR lat 43-09-37, long. 76-12-18. (2-23)

NEW YORK: SYRACUSE-HANCOCK ARPT: First 1000' E end rnwy 10-28 closed; useable portion 7000'. (10-27)
WALDEN-NEWBURGH-WALDEN ARPT: No services avail. Mondays. (11-29)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
**WATERTOWN ARPT: 574' lgtd twr 13 n mi E (95°T) at lat 43 57-16; long. 75-43-45 - Completed. (10-18) All rnwy, taxiways mrkd by 4' flag stakes for snow removal. (10-6)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF VHF/DF unreliable inbound headings 141°-179° below 3000'. (1-24)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from control tower. (2-1)
NORTH CAROLINA: CHARLOTTE-RADIO: About Mar 15, VOR will be cmsnd. Freq: 117.2 mc. Ident: CLT. Loctd at lat 34-59-24, long. 80-57-30. Bear. & dist.: 6°, 13.0 n mi. Elev: 644'. Monitoring category (l). Class: VORW. (3-1)
CHARLOTTE-DOUGLAS ARPT-TOWER: ILS glide slope flyable to 20' above rnwy. About Mar 8, ILS LOM freq will be changed to 242 kc. (2 17) Ctl twr atop new admin. bldg. not attended. Watch old twr for light signals. (1-10)
CLINTON ARPT: Men and equip. on fld. Use at own risk. (12-16)
**DUNN ARPT: Perm closed. (1-27)
**DURHAM-BRYAN ARPT: 783' (1489' MSL) lgtd TV twr erected 7.8 n mi NNW (285°T) at lat 36-06-39; long. 78-56-19. (7-20)
ELIZABETH CITY-RADIO: DME coverage 120°-165°, 35 n mi; 165°-265°, 26 n mi; 265°-30°, 35 n mi at min en route alt; 30°-120°, not checked.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at min en route alt. (9-30)
GREENSBORO-HIGH POINT ARPT: Dirt taxi strip from ramp to rnwy 32 closed. (8-31)
GREENVILLE-PITT-GREENVILLE ARPT: 800' lgtd TV twr erected 3.5 n mi S (177°T) at lat 35-34-15; long. 77-22-49. (6-20)
HICKORY-RADIO: Visual courses VAR have heavy scalloping and roughness within 9 n mi stn. (12-15)
NEW BERN-RADIO: VOR areas toward open water flgt checked at 30 n mi. (2-15)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230° 310°, 26 n mi; 310°-360°, 35 n mi at min instr alt. (6-24)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 14-32 clsd to acft of more than 26,000 lbs xcpt in emerg.
★ROCKY MOUNT-RADIO: Feb 28, VAR decmsnd for relctn and conversion to VOR. About April 28, VOR will be cmsnd. Freq: 116.5 mc. Ident: RMT. Loctd at lat 35-38-42, long. 77-42-09; 4.2 n mi E Rock Mount Arpt.
WILMINGTON-RADIO: VOR usable 17 n mi all azimuths from stn. Arwy radials flgt-checked to 43 n mi at min instr alt. (11-11)
WILMINGTON-NEW HANOVER COUNTY ARPT-TOWER: ILS glide slope operg on test basis only. (11-10) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and final apch leg and first 1300' rnwy 23. (11-10)
NORTH DAKOTA: BISMARCK ARPT: Obstn lgts apch end rnwy 26, 35 inop. (11-30)
GOLVA RADIO: VOR has severe course disturbance area 2 n mi in diameter at 4-5 n mi out on radial 240° at 4300'. (7-31) DME coverage 20°-35°; 90°-95° and 175°-235°, 35 n mi at min en route alt. (7-7)
**JAMESTOWN ARPT: 1620' MSL lgtd elevator erected 1.1 n mi SSW of SW end NE SW rnwy.
LANGDON ARPT: NW/SE rnwy clsd, const. E/W rnwy lgtd. Lgts avail on req. (11-1)
**VALLEY CITY ARPT: 1086' (2481' MSL) lgtd TV twr erected 12.2 n mi NE (35°T) at lat 47-05-29; long. 97-51-15. (7-22)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW of airdock on apch to rnwy 36L. First 800' E end rnwy 9-27 and NE end 6-24 landfilled oiled and rolled - use daylgt hrs only at pilot's discretion. (12-10)
AKRON CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable 200' wea minimum. (2 14)
CINCINNATI-RADIO: VOR has light to moderate visual and aural interference 360°-60° from stn to 52 n mi at min en route instr alt. (2-23) DME coverage 60°-150°, 35 n mi at min en route alt. (1-14)
★CINCINNATI-GREATER CINCINNATI ARPT-TOWER: Feb 20, arrival ctl implemented.
OHIO: About Mar 9, ILS lclzr and glide slope will be shut down for approx 5 days - modernization. (2-17) FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18- to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Prior to departure acft with no rdo rqrd to fone twr for taxi and take-off instructions.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500' 145° 170°, 43 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 190°-245°, 43 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked. About Mar 14, DME and VOR will be shut down until approx Mar 19. - modernization and freq change to 113.6 mc. (1-21)
CLEVELAND-HOPLINS ARPT: Const barrier N side terminal gate area extending approx 700' W to NW taxi strip - lgtd. Fld bndry mrkr SW corner of fld relctd inside of old area. Caution - right hand tfc for lgt aircraft using sod on W side of field with S or SW wind. FEE for multi engine acft. (9 9) Final apch to rnwys 23 up to 0.9 n mi and last 0.4 n mi to 27R not visible from twr, due to const of new Admin Bldg. (8-27)
CLEVELAND-LAKE FRONT ARPT: All pilots and acft use at own discretion and risk.
COLUMBUS-PORT COLUMBUS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (1-17) FLD: Due to non-visibility twr unable to ctl tfc last 1000' of apch to rnwys 23 and 27 and last 1500' of apch to rnwy 9, also first 1000' of rnwy 27 and 1000' of taxiway parallel thereto, first 2500' of rnwy 9 and first 3500' of taxiway parallel thereto.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. (7-13) DME coverage 150°-220°, 30 n mi at 2400'.
DAYTON ARPT: No grass operns except S of new taxi strip parallel rnwy 6-24. Rdo rcvr rqrd. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with black top on taxistrip.
DAYTON-PATTERSON-WRIGHT-PATTERSON AFB-RADIO: USAF VHF/Df unreliable 295°-305° below 3000'; 306°-295°, below 2500'.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd.
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at min en route alt.
HAMILTON ARPT: Caution - grading on N side of E/W rnwy. Equip on fld. (7-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement max 7°, 3 to 5 n mi from stn 100°-190°. (12-23)
NEW PHILADELPHIA ARPT: Use hard surface only. Rnwy lgtf cable trench area soft-wet.
NORTH KINGSVILLE-GARDNER AIR PARK: Closed to transient acft - equip on fld. (10-1)
**N. RIDGEVILLE-STRAUSS ARPT: Perm clsd. (2-11)
PUT-IN-BAY ARPT: Closed until May 1. (1-22)
SPRINGFIELD ARPT: NE/SW and NW/SE rnwys closed - const. Use caution when lndg.
**TOLEDO ARPT: Arpt ident changed to TDZ. Rot bcn removed; other lgts on req thru Toledo radio. Pilots on IFR lndg mun arpt contact Toledo Radio. No scheduled airline stop. Use runways only. (1-5) See Toledo Express Arpt. UNICOM placed in opern. (1-19) Field lgts after 2400 thru Toledo Rdo 10 mins notice required. (2-7)
TOLEDO-EXPRESS ARPT-TOWER: ILS glide slope operg test basis. Freq: 333.2 mc. Lctd 750' NE of SW rnwy 7. Glide slope angle: 2.8°. Apch bear.: 69°. Elev of glide
** slope over MM 865'; over OM 2000'. (1-21) Fld: Lctd 15 s mi WSW at lat 41-35-07; long. 83-48-16. Two hard surfaced rnwys: 7-25 is 5200' long; 16-34 is 4300', both 150' wide. Facilities: B-L4, 6-W. F4.
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: E/W rnwy opened and 5000' hard-surfaced, lgts on reqd. (11-29)
YOUNGSTOWN-RADIO: DME coverage 10°-80°, 43 n mi at 3000'; 80°-127°, 43 n mi at 4000' 127°-259°, 26 n mi at 2600'; 259°-295°, 43 n mi at 2600'; 295°-315°, 43 n mi at 2500'; 315°-344°, 43 n mi at 2000'; 344°-010°, 35 n mi at 2400'.
★YOUNGSTOWN ARPT-TOWER: Feb 21, UHF/Df cmsnd. Freq: 257.8 mc.
**YOUNGSTOWN ARPT: 964' lgtd twr lctd 10.4 n mi S. (9-24) Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'. (6-10)
DURANT FLD: 1800' NW end NW/SE rnwy closed. (8-4)

OKLAHOMA: GAGE ARPT SITE 13, AMA-MKC: NE/SW Rnwy closed aircarrier, ngt operns, and SW of intsxn all operns acct holes. (8-18)
HOBART-RADIO: VOR restricted to arwy use only - moderate to severe bends and scalloping.
**OKLAHOMA CITY-WILEY POST ARPT: 1572' lgtd twr lctd 3 n mi SE. (9-2)
**OKMULGEE ARPT: 719' (1704' MSL) lgtd TV twr erected 15.6 n mi NE (38° T) at lat 35-51-43, long. 95-46-01. (9-16)
TULSA-RADIO: DME coverage 230°-250°, 35 n mi at 2600'; 250°-330°, 43 n mi at 2600'; 330°-360°, 43 n mi at 2200'. (5-15)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope
** restricted to use on approaches to MM. (9-14) FLD: 1135' (2147' MSL) TV twr erected 9.1 n mi W (265° T) at lat 36-11-26, long. 96-05-50. (8-25) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs takeoff wt.
TULSA-BROWN ARPT: Const during daylgt hrs. Contact Tulsa twr for rnwy lgts. (2-17)
OREGON: **SPECIAL NOTICE-OFFSHORE WARNING AREA: Effect. Feb 4, Oregon Coastal Warning Area W-242 relctd as follows: N bndry: lat 45-40-00, E long. 124-15-00, S lat 44-35-00, W long. 125-00-00. Designated altitude: Surface to 50,000'. Time of use: Daylgt hrs only. Activities conducted: High alt. gunnery. Controlling Agency: Fifteenth Air Force, March AFB, Calif. Other restrictions pertaining to the use of this area which are currently in effect are to remain unchanged. (1-4)
BAKER-RADIO: VOR radials 119° lmtd to usable dist 31 n mi at 9000' 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. (4-23)
BEND-STEARNS ARPT: Closed, snow. (1-6)
CRESCENT LAKE JUNCTION ARPT: Closed, snow. (1-6)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (8-3)
HERMISTON: Demolition approx 8.7 n mi W Mon thru Fri from 0730-1615, from gnd up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47. (2-2)
IDANHA-SANTIAM JUNCTION ARPT: Closed, snow. (1-6)
KLAMATH FALLS-RADIO: VOR coverage 40°-50°, 80°-140°, 195°-210°, 35 n mi at 10,500'; 275°-305°, 26 n mi at 10,500'. (4-23)
LAPINE ARPT: Closed, snow. (1-6)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Use paved areas only. (4-28)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 23°, 102°, 163° and 342° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PINEHURST ARPT: New Arpt: Lctd 1 mi SW Pinehurst Lake. Elev: 3680'. One gravel strip 4000'. Closed, snow. (1-20)
PORTLAND-RADIO: DME and VOR coverage 337°-17°, 35 n mi at 8000'; 17°-60°, 35 n mi at 7000'; 60°-86°, 26 n mi at 7000'; 327°-337°, 35 n mi at 5000'. (7-23)
PORTLAND INTERNATIONAL ARPT-TOWER: UHF/DF steers unreliable 170°-317° below 10,000'; 49°-170° below 7500'. (6-3) FLD: All mil tfc will make rgt hand tfc pat. when lndg Rnwys 28, 29. (5-1)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
★THE DALLES-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts and on the 11°, 90° and 266° radials at min terrain clearance alts. Mar 4, trans and rcvr 243.0 mc cmsnd.
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop. (1-27)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. (4-29) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 25 n mi at 4000'. (10-5)
**ALLENTOWN-BETHLEHEM-EASTON ARPT: 497' (1495' MSL) lgtd TV twr erected 6.1 n mi S (180° T) at lat 40-33-59, long. 75-26-08. (7-8) Due to non-visibility, twr unable to control tfc 100' of E end Rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar.
AMBLER-WINGS FLD: N/S rnwy closed. Const on fld. (9-30)
BROOKVILLE INT FLD 45A, CHI-LGA: Soon, will be perm discontd. (1-21)
BROOKVILLE BCN SITE, 45B, CHI-LGA: Soon course lgts will be changed from green to red, code: dot dash dot. (1-21)
BROOKVILLE BCN SITE, 45C, CHI-LGA: Soon will be perm discontd. (1-21)
BROOKVILLE BCN SITE, 45D, CHI-LGA: Soon will be perm discontd. (1-21)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S Rnwy - hazardous. (10-29)
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference from Lansing, Mich LF rng. (6-17)
CHAMBERSBURG: High explosive demolition approx 6.9 n mi NW. Daily Mon thru Fri, 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
DU BOIS ARPT: Closed. (1-31)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other Victor Arwys; 35 n mi at all other azimuths at min en route alt. (8-3) DME coverage 35 n mi at min en route instr alt.
FITZGERALD-RADIO: About Mar 7, VOR will be cmsnd. Freq: 117.0 mc. Ident: FTZ. Lctd at lat 41-21-14, long. 79-09-04. Variation: 6° W. Monitoring category (1). Monitored from Brookville, Pa. INSACS. Elev: 1700'. Class: VORW. (3-3)
HANOVER-DEVENER ARPT: Closed Jan 1 to April 1. (12-27)
HARRISBURG-RADIO: VOR has flyable bends 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi; 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end Rnwy 20, first 50' apch end Rnwy 2 and 900' S end of taxiway serving Rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed course in vcnty Pittsburgh. (11-4)
**JOHNSTOWN ARPT: During hours of darkness, one rnwy lgtd, wind cone, tetrahedron, and rot. bcn. 80, 91 oct avail. (1-24)
NEW CASTLE ARPT: Unlgtd TV antenna lctd on E apch to E/W Rnwy. (4-27)
OIL CITY-SPLANE MEMORIAL ARPT: Closed. (1-31)
★PHILADELPHIA-RADIO: Feb 21, trans & rcvr 243.0 mc cmsnd.
★PHILADELPHIA INTERNATIONAL ARPT-TOWER: Feb 12, trans & rcvg freqs 243.0, 263.0, 348.6 mc cmsnd. (3-3) FLD: Rnwy 12-30 open to acft under 25,000 lbs when wind in excess of 15 knots. Avail to acft in excess or 25,000 lbs only on req when wind exceeds 25 knots. Not usable under other conditions xcpt in emerg. (3-3)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd pole-line 950' W of apch end Rnwy 10. (11-12)
**PHILIPSBURG-ALBERT ARPT: Arpt bcn discontd. Rnwy lgts avail. sunset-2400. (12-29)
PITTSBURGH-RADIO: VOR has moderate bends on Victor Arwy 119. (10-28)
PITTSBURGH-ALLEGHENY COUNTY ARPT: New E/W Rnwy parallel to and N of Rnwy 9-27, open for daylgt and VFR opern only. Rnwy has no markings or lgts. (12-7)
PITTSBURGH-GREATER PITTSBURGH-RADIO: Usable dist River H fac 26 n mi.
PITTSBURGH-GREATER PITTSBURGH-ARPT-TOWER: About Mar 22, ASR will be shut down for approx 5 days - modernization. (3-4) FLD: Arpt closed to jet acft during IFR xcpt on ofl bus between 1600-2100 daily. (10-8)
**PITTSBURGH-MAYER ARPT: Abandoned. (1-5)
★READING-GENERAL SPAATZ ARPT-TOWER: VHF/DF bearings reliable at 2500' within 22 n mi radius; at 5000' within 39 n mi radius. Feb 21, trans & rcvg freqs 243.0 and 257.8 mc cmsnd.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
WASHINGTON ARPT: Closed to transient acft. (12-17)

PENNSYLVANIA: WILKES-BARRE-SCRANTON-RADIO: Signal on W side Lake Carey FM weak, due to realignment of N course LF rng.

**WILKES-BARRE-SCRANTON ARPT: Due to non-visibility twr unable to ctl tfc first 1200' from beginning rnwy 28 to the intsxn rnwy 4-22. (11-4) Arpt fac: h52 BL4, 6-W. (1-3)

WILKES BARRE-WYOMING VALLEY ARPT: Const S and SE ends of N/S and NW/SE rnwys. (10-7)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs Rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited.

SMITHFIELD-NORTH CENTRAL STATE ARPT: Turf area clsd to acft movement. Extreme caution. (12-15)

SOUTH CAROLINA: ABBEVILLE-DAVIS FLD: Caution-NW/SE strip under const. (9-23)

ANDERSON-RADIO: VOR courses lgt to moderate roughness may be noted over mountains NW of min alt. (5-24)

**CAMDEN-WOODWARD ARPT: 530' (774'MSL) lgtd rdo twr erected 6.1 n mi SW (238°T) at lat. 34-13-50, long. 80-40-45. (12-31)

CHARLESTON: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat. 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR max usable dist at min instr alt 39 n mi. Course error exceeding the max allowable tolerance exists in sector from 162°-188° from stn. Lgt to moderate course roughness on all courses. (6-5) DME coverage 26 n mi at min en route alt in all azimuths.

CHARLESTON AFB: B-29 tow target acft operg with 5000' tow cable and target sleeve. Fld will be closed for approx 10 min daily while target is dropped. Opern will be conducted daylgt hrs and VFR only. (1-14) VFR training 1430 to 1630 and 1800 - 2130 Monday thru Friday. (1-31)

**CHARLESTON-JOHNS ISLAND ARPT: 842' (849'MSL) lgtd TV twr erected 7.8 n mi NE (43°T) at lat. 32-47-53, long. 79-53-51. (7-22)

COLUMBIA-RADIO: Feb 14, VOR and DME shut down until approx May 30, for relctn to new site 5.5 n mi SW arpt at lat. 33-51-25, long. 81-03-14. Elev: 393'. (2-15)

COLUMBIA ARPT-TOWER: ILS glide slope out of service indefinitely. (8-16) FLD: Rnwy 16-34 closed to all night operations. (1-26)

FLORENCE-RADIO: DME and VOR coverage 35 n mi all azimuths at min instr alt.

**FLORENCE ARPT: 823' (920'MSL) lgtd TV twr erected 4.7 n mi N (8°T) at lat. 34-16-13, long. 79-43-39. (11-9)

GREENVILLE ARPT-TOWER: Caution - moderate bends on back course ILS lclzr within 4 n mi of rnwy. (4-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-8)

MYRTLE BEACH ARPT: N/S rnwy closed. Caution - const. (12-29)

SUMTER ARPT: Const started on new school bldg lctd NW corner - not marked. (9-23)

**WALTERBORO ARPT: 215' (265'MSL) lgtd rdo twr erected 2.0 n mi SW (230°T) at lat. 32-54-10, long. 80-40-29. (2-22)

SOUTH DAKOTA: EDGEMONT: Demolition opern in progress approx 10.8 n mi SSW of Blackhills Ordnance Depot lctd at lat. 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 28,000 lbs xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion.

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-ELLSWORTH AFB-RADIO: USAF VHF/DF steers unreliable 165°-290° below 5500'; 290°-350° below 6500'; 290°-300° on 121.5 mc at 50 n mi.

YANKTON ARPT: New NE/SW rnwy under const. (10-12)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville, is invited to the proximity of the W course of Knoxville Rdo Rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BEACHVILLE BCN SITE 63, DAL-LOU: Shadowed in azimuth between 100° and 115°. (2-18)

BRISTOL-TRI-CITY-RADIO: VOR has occasional course roughness within 22 n mi of stn. All courses usable at min alt. Courses 130° clockwise thru 185° displaced up to 4° counterclockwise in excess of allowable tolerance. (11-12) LF rng, 221 kcs temporarily operg H fac with voice and ident expected duration indefinite. Not flgt-checked. (3-4)

TENNESSEE: CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng.

CHATTANOOGA-LOVELL FLD-TOWER: June 17, combined stn/twr ctld from portable twr lctd approx 800' NE of midfield intsxn until approx Mar. 10 - modernization. (3-4) FLD: Due to non-divisiblity twr unable to ctl tfc first 1400' apch end rnwy 1. Rnwy lgts on low intensity only. Bcn inop-modernization of ctl twr. No lgt signal in opern to indicate restriction of VFR operns in control zone. (12-17)

**JACKS CREEK ARPT, 53, DAL-LOU: Arpt discontd Feb 23, Bcn flashing clear and red remains in opern.

JACKSON-RADIO: VOR usable along Green Arwy #5 toward Nashville. Other courses have excessive roughness. DME coverage 120°-140°, 26 n mi, 140°-290°, 17 n mi, 290°-310°, 26 n mi, 310°-120°, 35 n mi at min en route alt. (6-21)

**JACKSON-McKELLAR ARPT: 1080'MSL lgtd TV twr erected 6 n mi ENE (66°T) at lat. 35-38-32, long. 88-48-27. (2-4)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution- VOR has occasional momentary course distrubance in mountainous areas.

**KNOXVILLE-ISLAND ARPT: 649' (2049'MSL) lgtd TV twr erected 3.9 n mi NW (300°T) at lat. 36-00-13, long. 83-56-35. (11-4)

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope inop. (7-16) FLD: N/S rnwy closed ngts. (2-24)

LAWRENCEBURN-FLEEMAN ARPT: Closed, unsafe. (12-28)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700', 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. (6-22)

MEMPHIS-RADIO: VOR coverage 200°-260°, 35 n mi min en route alt. DME coverage 190°-200°, 35 n mi; 200°-230°, 26 n mi; 230°-260°, 35 n mi at min en route alt.

MEMPHIS ARPT-TOWER: ASR will issue distance values in nautical miles in connection with radar control.

NASHVILLE-RADIO: VOR has slight course roughness between 70° and 120°. DME coverage 165°-270°, 35 n mi at min en route alt.

**NASHVILLE-BERRY FLD: 1179' lgtd TV twr erected 10 n mi NW (328°T) at lat. 36-16-05, long. 86-47-18. (7-15)

SMITHVILLE-RADIO: LF rng has moderate to severe multiples all courses. (4-27)

TEXAS: **SPECIAL NOTICE: Const. of a P-line across the Pecos River with wire strands 303' above water level at a point where U.S. #90 hwy bridge crosses river, at lat. 29-42-10, long. 101-21-00. (12-13)

ABILENE-RADIO: DME coverage 195°-215°, 35 n mi at 4000'. (6-21)

**ABILENE ARPT: 400' (2700'MSL) lgtd rdo twr erected 8.4 n mi SSE (168°T) at lat. 32-16-03, long. 99-38-36. (3-3)

ABILENE-HUGHES FLD: Caution-men, equip. on fld, const. Use temp N/S rnwy lctd W of tfc indicator circle. (2-2)

ALVIN ARPT: 1196' (1236'MSL) lgtd TV twr erected 2.2 n mi ENE (75°T) at lat. 29-27-57, long. 95-13-24. (10-12)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98° to 135° from 4 s mi out. (12-17)

AUSTIN-MUELLER FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat. - extensive jet opern all alt.

**BEAUMONT-JEFFERSON CO. ARPT: 608' lgtd TV twr erected 10 n mi N (15°T) at lat. 30-08-29, long. 93-58-38. (3-3)

BIG BEND-RADIO: Use VOR radials 310°, 320°, 130°, 140° only. Severe bends and scalloping all other radials. (8-3)

BIG LAKE ARPT: W strip and terminal bldg under const. (4-30)

BIG SPRING-RADIO: VOR radials 270°-340° moderate to severe bends. Caution advised. DME coverage 130°-190°, 35 n mi at 4000'.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BIG SPRING-WEBB AFB-RADIO: USAF VHF/DF unreliable below 6000' all quads. (4-14)

CHILDRESS-RADIO: VOR radials 10°-40° clockwise, moderate to severe bends.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (6-16)

CORPUS CHRISTI-CUDDIHY ARPT: All rnwys very ruf in spots. Use at own risk. (9-27)

TEXAS: CORPUS CHRISTI NAS-RADIO: Use of S course Navy rng prohibited 0630-sunset Mon thru Sat xcpt durg IFR conditions.
CULBERSON-RADIO: DME coverage 250°-265°, 35 n mi at 7500'; 280°-340°, 35 n mi at 10,800'. (7-1)
DALLAS-HIGHLAND PARK ARPT: Use rnwys and taxiways only, when wet. (12-13)
DALLAS-LOVE FLD-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-5) Effect. Mar 15, ASR will utilize radar procedures to effect control and separation of all arriving and departing IFR tfc in the Lover Fld area. These procedures are described generally on Page 66, Volume 8 of FIM. Standard non-radar separation will be provided to any acft if requested by pilot on first rdo ctc with
** apch ctl or departure ctl. Hrs of opern: 24 hrs daily. (2-15) FLD: 1049' MSL twr erected on top of Republic National Bank Bldg. (8-12)
DALLAS-REDBIRD ARPT: N/S Rnwy closed - const. (1-4)
DEL RIO-LAUGHLIN AFB-RADIO: USAF VHF/DF unreliable below 4000' at 50 n mi N and NE quads. (8-28)
EAGLE LAKE-RADIO: About April 1, VOR will be cmsnd. Freq: 113.6 mc. Ident: ELA. Lctd at lat 29-39-45, long. 96-18-48. (2-5)
EDINBURG ARPT: Rnwy 13-31 lgtd sunset - 2400. (12-13)
EL PASO-RADIO: DME coverage 240°-265°, 35 n mi at 8500'; 265°-300°, 26 n mi at 10,000'.
EL PASO INTERNATIONAL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off: following vertical separation in control zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made a 1000' above terrain and pitch out to left. Tfc make left hand apch to Rnwys 26, 22 and 17; rgt hand to Rnwys 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to Rnwy 03 Biggs Air Force Base. (3-17) Neon apch lgtg Rnwy 22 inop. (2-2)
EL PASO-BIGGS AFB-RADIO: USAF VHF/DF trng status only. (6-22)
FT. WORTH-RADIO: VOR radials 105°-120° have moderate to severe scalloping.
FT. WORTH-MEACHAM FLD: 1118' lgtd TV twr erected 6.9 n mi SE (128° T) at lat 32-45-01, long. 97-16-07. (7-6)
GREGG COUNTY-RADIO: VOR not to be used for instr apch to Arpt due extreme course roughness within 10 mi stn. (3-7)
GULF OF MEXICO OFF MATAGORDO ISLAND: Air-to-ground gunnery, dive bombing, rocket firing, horizontal bombing and firing at radio controlled targets between sunrise and sunset, within a circular area having a radius of 4.3 n mi centered at lat 28-17-00, long. 96-32-00.
**HALLETTSVILLE-RAGSDALE ARPT: 309' lgtd rdo twr erected 15.0 n mi SSE (154° T) at lat 29-08-43, long. 96-37-37. (2-24)
HONDO: Intensive student instruction conducted during VFR conditions including acrobatics and dual instrument training between 5000' and 10,000' MSL. Area lctd W of San Antonio between Blue Arwy 30 and Red Arwy 32 described as follows: beginning at the town of Castroville direct to Tarpley; ranch road 470 to Utopia; direct to Leakey; U. S. Hwy 83 to Carrizo Springs; State Hwy 85 to Dilley; U.S. Hwy 81 to Natalia; ranch road thru Lacoste to Castroville.
HONDO ARPT: Clsd to all trans civilian acft xcpt on ofl bus or upon permission from Director of Military Trng and Operns or civilian Director of Flying. Two-way rdo rqrd.
HOUSTON: Demolition of high explosive ammunition daily, Mon thru Fri from 0730 to 1615 approx 12.2 n mi E.
**HOUSTON INTERNATIONAL ARPT: 978' (1049' MSL) lgtd TV twr erected 11.3 n mi SW (247° T) at lat 29-34-25, long. 95-28-31. (9-1) Deep ruts in E shoulder of NW/SE Rnwy. Caution - aerial targets will be dropped between hrs 0800-1600 Sats and Suns. (9-17)
KARNACK: Avoid flying over Longhorn Ordinance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KILGORE-ELDER ARPT: Effect Mar 1, arpt closed. (1-14)
LUBBOCK-RADIO: About Mar 8, Roundup FM on N course LF rng will be shut down until approx Mar 22 - modernization. (2-24)
LUBBOCK ARPT: W 300' E ramp open as taxiway; E 500' E ramp closed to acft. (11-9)
LUBBOCK-REESE AFB-RADIO: USAF VHF/DF unreliable below 8000' in SW quad. (12-16)
McALLEN-MILLER ARPT: Rnwy 1 8 clsd for take-offs and landings - mrkd. (6-7)
MIDLAND ARPK: Use rnwys only - no lgts avail. (9-2) Mil student flying restricted from use of N/S Rnwy. (10-12)
MINERAL WELLS-RADIO: DME coverage 230°-260°, 35 n mi at 3000'; 350°-95°, 35 n mi at 2500'. (6-24)

TEXAS: **OZONA MUNICIPAL ARPT: Closed.
*PALACIOS-RADIO: Correct VOR lat 28-45-51, long. 96-18-21. (2-24)
PERRYTON ARPT: Bndry and Bcn lgts inop. (8-4)
QUITMAN-RADIO: DME coverage 2300', 43 n mi all azimuths. (6-9)
REFUGIO-ROOKE FLD: All strips clsd xcpt E/W strip - usable at own risk. (10-30)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (4-23)
SALT FLAT-RADIO: DME coverage 45°-250°, 43 n mi at 9000'; 250°-290°, 43 n mi at 8500'; 290°-015°, 43 n mi at 9000'; 015°-045°, 26 n mi at 10,800'. (6-23)
SAN ANGELO-GOODFELLOW AFB-RADIO: USAF VHF/DF unreliable below 4500' in all quads. (12-22)
SAN ANGELO-MATHIS FLD: Intermittent B-25 training opern being conducted. (1-19)
**SAN ANTONIO-HURT FLD: This is a military fld and use by civil acft is NOT authorized. Rnwys rough - grass and weed. (2-14)
**SHIRO-McBRIDE ARPT: Abandoned. (1-11)
**STOWELL-JONES PARK ARPT: Abandoned. (2-26)
*SULPHUR SPRINGS-RADIO: DME coverage 43 n mi at 2000' all azimuths. (6-11) Correct VOR lat 33-11-55, long. 95-32-33. (2-24)
TEXARKANA: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope not to be used from MM to touchdown - caution. (10-15)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified. (6-9)
**WACO ARPT: 461' (1049' MSL) lgtd TV twr erected 8 n mi SE (133° T) at lat 31-32-10, long. 97-11-03. (2-28)
WICHITA FALLS-SHEPPARD AFB: 3300' NW end Rnwy 12-30 usable for light acft daylgt hrs only. Rnwy 17-35C no longer usable for lndgs & take-offs-usable for taxiway only.
**WOODSON ARPT: Closed. (1-5)
UTAH: BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
BRYCE CANYON ARPT, 45, LAX-DEN: Rnwy 12-30 closed - snow and ice. (12-7)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'. (5-8)
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. (4-28)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. DME coverage 40°-120°, 17 n mi at 13,000'; 120°-160°, 43 n mi at 13,000'; 160°-210°, 43 n mi at 10,000'; 210°-230°, 43 n mi at 12,000'; 230°-310°, 43 n mi at 12,000'; 310°-355°, 43 n mi at 11,000'; 355°-40°, 43 n mi at 13,000'. (5-21)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. (7-30) DME coverage 360°-150°, 17 n mi at 12,000'.
OGDEN-HILL AFB-RADIO: USAF VHF/DF steers unreliable 150°-340° below 15,000'. (2-1)
SALT LAKE CITY-RADIO: Course scalloping prevalent between 290° and 350°. VOR usable coverage this area, 17 n mi at 6500'; 30 n mi at 11,000'. DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at 12,000'; 340°-20°, 26 n mi at 12,000'. (5-10) VOR radials 10°-135° usable dist lmtd to 22 n mi at min en route alt. (10-25)
WENDOVER-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'. (5-8)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (Tel. Montpelier 1500) 0830-1630, Mon thur Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (Tel. Montpelier 676). Acft in flgt call Montpelier Rdo.
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 55°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings 134°-194° beyond 45 n mi below 7500'; 195°-250° beyond 45 n mi below 8500'; 251°-268° beyond 50 n mi below 8500'; 269°-343° beyond 40 n mi below 7600'; 344°-133° beyond 45 n mi below 5000'. (1-20)
BRISTOL ARPT: E/W Rnwy closed., obstn. (7-21)
BURLINGTON ARPT: Rnwy 10-28 closed - parked acft. (3-1)
MONTPELIER ARPT: Rnwy 5-23 closed to wheel-acft during winter months. Open to ski operns. (12-31)
VIRGINIA: BACONS CASTLE-RADIO: About Mar 8, H fac will be cmsnd. Freq: 347 kc. Ident: BCL. Lctd at lat 37-02-22, long. 76-43-30. Class: MHW. (2-17)
BRIDGEWATER-SHEN-MYER ARPT: Fld soft when wet - use at own risk. (2-9)

VIRGINIA: CHARLOTTESVILLE-ALBEMARLE ARPT: New field under construction. 7 s mi N, elev: 639'. Lat 38-08-16, long. 78-27-10. Do not land on fld (10-7)

CHARLOTTESVILLE-UNIVERSITY OF VIRGINIA ARPT: Low flying plane trailing heavy experimental object 300' below plane in traffic area at any hour or altitude.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'.

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'.

**GORDONSVILLE INT FLD 51 BNA-DCA: Feb 23, perm discontd.

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi at min en route instr alt. (5-20)

**LYNCHBURG-FALWELL ARPT: 879' MSL lgtd microwave twr erected 2.2 n mi NNW (340°T) at lat 37-24-55, long. 79-08-34. (1-6)

**LYNCHBURG-PRESTON GLEN ARPT: 574' (1902" MSL) lgtd TV twr erected 10 n mi SW (223°T) at lat. 37-11-50, long. 79-21-07. (9-23) Signal for below VFR wea minimums inop ngts. (7-6)

MANASSAS ARPT: Closed. (1-26)

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at min en route alt. (7-13) DME coverage 210°-90°, 43 n mi at 6000'; 90°-150°, 43 n mi at 3000'; 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (7-6)

NORFOLK-RADIO: Visual courses VAR slightly rough.

★NORFOLK ARPT-TOWER: Feb 21, trans & rcvr 118.5 mc cmsnd and trans & rcvr 126.5 mc decmsnd.

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55°, and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (7-7)

RICHMOND-BYRD FLD: All acft rqrd to have 2-way rdo for mgt opern and at least rdo rcvrs for daylgt opern. Use paved areas only, all other soft. Due to non-visibility twr unable to ctl tfc on N/S taxiway parallel to rnwy 2-20 N of Term. Bldg. Landing FEE for multi-engine executive and non-scheduled acft. (2-11)

**RICHMOND-CENTRAL ARPT: Abandoned. (1-3)

RICHMOND-NORTHFIELD ARPT: Mar 15 const on ENE/WSW rnwy, mrkd. Men, equip on fld. (3-1)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W taxi strip. Soft and broken spots on N/S taxi strip from E/W taxi strip to approx 300' N. Hvy acft use extreme caution. Men and equip adj all rnwys and taxiways - caution. (3-2)

**WINCHESTER ARPT: Soft when wet. (1-4)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 closed to all Naval acft.

CLE ELUM ARPT: Closed - snow.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'. (6-21)

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

★EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'; opers 0700-2300 daily, 30 mins notice other hrs. (2-23) USAF VHF/DF also opers 121.5 mc. (2-24)

**HOQUIAM: Effect Mar 1, 1955, Warning Area W-460 relctd as follows: Beginning at lat 47-21-00, long. 125-39-00; thence to lat 46-28-00, long. 125-16-00; lat 45-50-00, long. 128-27-00; lat 46-43-00, long. 128-49-00. All other terms of use and restrictions pertaining to the use of this area remain in effect as at present. (1-18)

MOSES LAKE-LARSON AFB-RADIO: USAF VHF/DF unreliable 050°-110°, below 7000'; 110°-240° below 4000'; 240°-315° below 3500'. (1-20) Training status only. (2-8)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end-unmrkd. (6-14)

**PORT ORCHARD-SOUTH PORT ORCHARD ARPT: 1000' (MSL) lgtd TV twr erected 6.1 n mi NE (63°T) at lat 47-28-43; long. 122-32-32. (7-26)'

PULLMAN-MOSCOW ARPT: Lighting inop. (9-21)

RENTON ARPT: Caution - smoke from sawdust burner lctd E side occasionally restricts visibility to zero over fld and on apchs. (12-3)

SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER-RADIO: Trans & rcvg freq 132.3 mc inop. (9-17)

SEATTLE-RADIO: VOR radial 158° unusable for instr apch. (1-17)

**SEATTLE-BOEING FLD: 603' lgtd TV twr lctd 4 n mi N at lat 47-37-02; long. 122-19-13 completed. (11-13) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy of apchs thereto. Lgt gun signals issued on final apch. Tfc pat to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft use main rnwys, taxi strips only, making tfc pat. W of fld at 1500'. (10-11)

**SEATTLE-NORTH SEATTLE ARPT: Effect. March 1, arpt abandoned. (2-19)

SEATTLE-TACOMA ARPT-TOWER: ASR will continue to issue distance values in statute miles in connection with radar control. (10-21)

SHELTON-RADIO: LF rng on 371 kc has lmtd usable course dist as follows: S course 30 n mi, SW and N, 26 n mi each. About Mar 8, LF rng will be shut down until approx Mar 18 - conversion to HW fac. Freq and lctn remain unchanged. (2-11)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 152°-224°, 43 n mi at 5000'; 224°-264°, 43 n mi at 6000'; 264°-36°, 43 n mi at 8000'. (6-17)

SPOKANE-FAIRCHILD AFB-RADIO: USAF VHF/DF unreliable below 9500' in all quads. Operg on trng status only. (11-24)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld. (12-19)

SPOKANE-GEIGER FLD: Perm crash barriers 40" high lctd 150' off ends rnwys 2-20. Caution. (12-7) Taxiway in front of ctl twr N to intersection, closed to four engine acft.

TACOMA RADAR APPROACH CONTROL CENTER-TOWER: When ceiling 5000' or higher and visibility 3 s mi or more, radar facs will be inop for routine maintenance 0900-1000 daily xcpt Sat and Sun. (11-16) Unless equip. inop or otherwise requested by pilot all IFR arriving acft will be provided radar separation. Surveillance apchs rnwy 34 and 16. (12-21)

**TACOMA AIR PARK: Abandoned. (2-17)

**TACOMA ARPT: 533' (950' MSL) TV twr erected 2.3 n mi NNW (16°T) at lat 47-16-41, long 122-30-42. Extremely hard to see in rainy, hazy weather. (2-9)

★TACOMA-McCHORD AFB-RADIO: USAF LF rng class changed to SMRAZ. (2-24)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

WEST VIRGINIA: BECKLEY-RALEIGH CO. MEMORIAL APRT: 4 unlgtd poles extending 25' above tree tops E end E/W rnwy to S of centerline of apch. (5-31)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths.

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: About Mar 9, ILS lclzr will be shut down for five days. (2-18) 649' (1549' MSL) lgtd TV twr erected 4.5 n mi WNW (275°T) at lat 38-22-36; long. 81-42-04.

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6800'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Hole 2' deep, 2' in diameter and about 3' left side edge rnwy 13, approx 100 yds from beginning of rnwy. (2-14)

GLENDALE ARPT: Caution - fld soft and muddy. (12-6)

**HUNTINGTON ARPT: 1069' (2049' MSL) lgtd WSAZ-TV twr erected 14 n mi ENE (62°T) at lat 38-30-34, long. 82-13-09. (1-24)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Glider flying - peak activity expected on week-ends and holidays. Serv fac avail 0800 until sunset. (9-6) Const 28' hangar 500' E of centerline and 1100' from S end rnwy 35, lgtd. (9-24)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy. (5-4)

WISCONSIN: FIFIELD-PRICE LAKE ARPT: Closed to all tfc. (1-27)

**HAYWARD ARPT: 1153' MSL lgtd rdo twr erected 4.5 n mi SE (150°T) at lat 44-57-55; long. 91-23-08. (10-28)

JANESVILLE-RADIO: VOR courses rough all azimuths within 4 n mi of stn. (6-8)

★LONE ROCK-RADIO: Mar 2, trans freq 122.2 mc cmsnd.

WISCONSIN: MADISON-RADIO: About Mar 14, INSACS will be shut down until approx Mar 17 - combining of Apch Ctl twr and INSACS. (2-16)
MADISON-TRUAX FLD-TOWER: Caution - twr rdo reception intermittently blocked out by jet acft run-ups. (6-16) VHF/DF inop. indefinitely. (10-22) FLD: E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Caution crossing hwy in lndg Rnwys 22, 26, 31. Sod unsafe. Due to non-visibility, twr unable to ctl tfc on first 1000' S end Rnwy 18-36 adj taxiway and all portions of civil and mil ramps. Equip on fld. Caution - lndg jet intercepter acft using tactical left hand over-head apchs at 2300' MSL. (3-30)
MILWAUKEE-RADIO: VOR has moderate course roughness in area between 200° and 220°. DME coverage 190°-200°, 35 n mi at min en route alt. (6-11)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: ASR will issue distance values in nautical miles in connection with radar control. (2-24) FLD: Rnwy 6-24 open daylgt hrs only. (10-24)
NEENAH-VALLEY ARPT: N/S strip clsd-golf driving range, roadway on end. (8-13)
OCONOMOWOC-PABST ARPT: N/S strip (2000' x 200') will be discontd. (9-15)
OCONTO ARPT: During winter months E/W Rnwy will be plowed 2850 x 150. NE/SW will be opened to skis only. (1-31)
OSHKOSH-WINNEBAGO COUNTY ARPT: During winter months use N, S, E and W rnwys only. (12-3)
****PHILLIPS ARPT: Unicom comsnd. (1-27)**
TOMAHAWK FOREST PROTECTION ARPT: Closed to wheeled acft winters. Snow will be plowed from RR crossing leaving 1800' E of RR track avail for skis. (2-24)
WYOMING: CASPER-RADIO: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto. pilot apchs.
FT. BRIDGER ARPT, SITE 9, SLC-OMA: Mrkd harrowed strip approx 300' x 4800' running E/W parallel NE bndry with up to 4" of snow avail. for use. Remainder of fld hazardous crusted snow drifts. Equip on strip intermittently days. (12-20)
GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S Strip soft-clsd to hvy acft.
KEMMERER ARPT: Closed to wheel acft - snow; other acft use extreme caution because of high snow banks on lndg area. (2-17)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. (7-2)
LARAMIE-BREES FLD: Caution-deer on fld. (6-29)
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'. (7-20)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF rng. (12-18)
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE Rnwy clsd - marked. (9-10)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. (4-26)
Puerto Rico: VIEQUES: Effective Mar 25, Vieques Warning Area W-370 redefined as follows: bounded on N by lat 17-50-00, E by long 65-53-00; S by lat 16-30-00; W by long. 66-23-00. (2-23)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods: (a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator (FPDI) centered the omnibearing selector should read 0° with the to-from indication being "From" or the omnibearing selector should read 180° with the to-from indication read "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of ± 4° be indicated through use of the ground check or ± 6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of Mar. 8, 1955 check points or facilitites have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 112.0 mc)
*Chicago (Midway 112.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas, Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, La.
Alexandria, Minn.
Anderson, S. C.
Anthony, Kans., 24, AMA-MKC
Arcata, Calif.
Ardmore, Okla., AFB
Augusta, Ga., Bush
Austin, Texas, Mueller
Bakersfield, Calif., Kern County #1
Baton Rouge, La., Ryan
Beaumont, Texas, Jefferson County (Port Arthur)
Bellingham, Wash.
Billings, Mont.
Birmingham, Ala.
Blacksburg, Va., VPI
Boise, Idaho, Boise Air Terminal
Brownsville, Texas, Rio Grande Valley International
Burlington, Iowa
Butler, Mo.
Butte, Mont.
Carlsbad, N. Mex.
Casper, Wyo., Natrona County
Centralia, Ill.
Chadron, Nebr., 15, CYS-HON
Corpus Christi, Texas, Cliff Maus
Columbia, Missouri
Columbia, S. C.
Cotulla, Texas 6, LRD-SAT
Crescent City, Calif., Del Norte County
Cut Bank, Mont.
Dallas, Texas, Love
Danville, Va.
Decatur, Ala., Pryor Field
Delta, Utah
Des Moines, Iowa
Dillon, Mont., 32, SLC-GTF
Douglas, Ariz., Bisbee-Douglas Intn'l
Dubois, Idaho, 23, SLC-GTF
El Dorado, Ark., Goodwin Field
Ellensburg, Wash., Bowers
El Paso, Texas, El Paso Intn'l
Ephrata, Wash.
Evansville, Ind., Dress Memorial
Eugene, Oregon, Mahlon-Sweet
Evergreen, Ala., Middleton, 20, MSY-ATL
Fargo, N. Dak., Hector Field
Farmington, Mo.
Fortuna, Calif., Rohnerville
Fort Worth, Texas, Meacham
Gage, Oklahoma
Galveston, Texas, Municipal
Garden City, Kans., New Garden City
Goodland, Kansas
Grants, N. Mex.
Great Falls, Mont.
Hill City, Kansas
Hobart, Okla.
Hobbs, N. Mex., Lea County
Hoquiam, Wash., Bowerman Fld.
Houston, Texas, Ellington AFB (Houston VOR)
Hutchinson, Kansas., Municipal
Imperial, Nebr., 17A, DEN-GRI
La Junta, Colo.
Lamoni, Iowa, Lamoni
Lawrenceville, Va.
Lewistown, Mont.
Livingston, Mont.
Long Beach, Calif.
Lynchburg, Va., Preston Glenn
Malden, Mo.
Marysville, Calif., Yuba County
Massena, N.Y., Richards Fld.
McComb, Miss., Pike County
Meridian, Miss., Key Field
Midland, Texas, Air Terminal
Miles City, Mont.
Minneapolis, Minn., St. Paul Intn'l (Wold Chamberlain)
Minot, N. Dak., Port O'Minot
Moline, Ill., Quad City
Monroe, La., Selman Fld.
Montgomery, Ala., Dannelly Fld.
Nashville, Tenn., Berry Fld.
Neosho, Mo.
North Bend, Oregon
Oakland, Calif.
Oklahoma City, Okla., Will Rogers
Old Town, Maine
Omaha, Neb.
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant #42
Pocatello, Idaho, Phillips
Phoenix, Ariz.
Pittsburgh, Pa., Greater Pittsburgh
Plattsburg, N.Y.
Portland, Oregon, Portland Intn'l
Prescott, Ariz.
Presque Isle, Me., AFB
Raleigh, N.C., Raleigh-Durham
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
St. Joseph, Mo., Rosecrans Memorial
St. Louis, Mo., Lambert
Salina, Kans.
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah, No. 1
San Diego, Calif., Montgomery
San Francisco, Calif., Intn'l
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport-Downtown
Spokane, Wash., Geiger
Terre Haute, Ind., Hulman Fld.
Tucson, Arizona
Tyler, Texas, Pound Fld. (Quitman VOR and Sulphur Springs VOR)
Ukiah, Calif.
Vichy, Missouri
West Palm Beach, Fla., Palm Beach AFB
White Plains, N.Y., Westchester County
Wichita, Kansas, Municipal
Wichita Falls, Texas, Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Winslow, Ariz.
Worcester, Mass.
Yakima, Wash.
Yuma, Ariz., Yuma County

Out of Alphabetical Order

Lone Rock, Wis., Tri County
Topeka, Kans., Philip Billard
Russell, Kansas
Poughkeepsie, N.Y., Dutchess Co.
Salinas, Calif.
Pontiac, Ill.
Iowa City, Iowa
Fort Smith, Ark.
Hobbs, New Mexico, Lea County
Roswell, N. Mexico
Denver, Colo.

GROUND

Aberdeen, S. Dak., (Saunders)
Albany, Ga.
Albuquerque, N. Mex., Kirtland AFB
Allentown, Pa., Allentown-Bethlehem Easton
Amarillo, Texas, Amarillo Air Terminal
Ardmore, Okla., Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas, Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, N. Dak.
Boston, Mass., Logan
Bowling Green, Ky., Bowling Green-Warren County
Bozeman, Mont., Gallatin
Bristol, Tenn., Tri-City
Brunswick, Ga., McKinnon
Carlsbad, N. Mex.
Charleston, S. C., AFB
Charleston, W. Va., Kanawha County
Chattanooga, Tenn., Lovell Fld.
Cheyenne, Wyo.
Childress, Texas
Cincinnati, Ohio (See Covington, Ky.)
College Station, Texas, Easterwood
Columbus, Ga., Muscogee County
Columbus, Ohio, Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Fla.
Cross City, Fla., MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Fla.
Detroit, Mich., Willow Run
Dickinson, N. Dak.
Douglas, Ariz., Bisbee-Douglas Intn'l
Duluth, Minn.
Dyersburg, Tenn.
Eau Claire Wisc.
Erie, Penna., Erie-Port Erie
Fayetteville, Ark.
Florence, S.C.
Fort Wayne, Ind., Baer
Fresno, Calif., Fresno Air Terminal
Garden City, Kans., New Garden City
Grand Island, Nebr.
Green Bay, Wisc., Austin-Straubel
Greensboro, N.C., High Point
Helena, Mont.
Houston, Texas
Huron, S. Dak., Howes
Jacksonville, Fla., Imeson
Junction, Texas, Kimble County
Kansas City, Mo.
Kirksville, Mo., 12, MKC-CHI
Klamath Falls, Oregon, Klamath
La Crosse, Wisc.
Lafayette, La.
LaGrange, Ga., Callaway
Lansing, Mich., Capital City
Laramine, Wyo., Brees Field
Las Vegas, Nev., McCarran Fld.
Little Rock, Ark., Adams Fld.
Longview, Texas, Gregg County
Louisville, Ky., Bowman
Louisville, Ky., Standiford
Lubbock, Texas
Macon, Ga., Cochran
Mansfield, Ohio
Marfa, Texas, Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, W. Va.
Mason City, Iowa, Municipal
McAlester, Okla., (New)
Memphis, Tenn.
Midland, Texas, Air Terminal
Mineral Wells, Texas
Missoula, Mont., Missoula Co.
Mobile, Ala., Bates Fld.
Morgantown, W. Va
Muscle Shoals, Ala.
Muskegon, Michigan, Muskegon-County
Myrtle Beach, S. C.
Nantucket, Mass., Memorial
Needles, Calif., 25A, LAX-AMA
Orlando, Fla.
Paducah, Ky., Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Philipsburg, Penn., 51A, CHI-LGA
Pierre, S. Dak.
Pine Bluff, Ark., Grider
Ponca City, Okla.
Quincy, Ill., Baldwin Quincy
Red Bank, New Jersey
Red Bluff, Calif., Bidwell
Redmond, Oregon, Roberts
Reno, Nev.
Rochester, Minn.
Rochester, N.Y., Monroe County
Rock Springs, Wyo.
Sacramento, Calif.
St. Petersburg, Fla., Pinellas Co. Intn'l
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas, Mathis
San Antonio, Texas, Intn'l
San Diego, Calif., Lindbergh
Santa Barbara, Calif.
Santa Fe, N. Mex., (New)
Savannah, Georgia, Travis Fld.
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyo., Sheridan-County
Sidney, Nebr., 50D, SLC-OMA
Sioux City, Iowa
Sioux Falls, S. Dak., Municipal
South Bend, Ind., St. Joseph Co.
Spartanburg, S. C., Memorial
Springfield, Ill., Capital
Springfield, Mo.
Syracuse, N.Y., Hancock
Tallahasse, Fla., Dale Mabry
Tampa, Fla., Tampa Intn'l
Terre Haute, Ind., Hulman
Texarkana, Arkansas
Thermal, Calif.
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Tulsa, Okla.
Tuscaloosa, Ala., Van De Graaff
Twin Falls, Idaho, Joslin Fld.
Valdosta, Ga.
Vandalia, Ill.
Vero Beach, Fla.
Walnut Ridge, Ark.
Washington, D. C., Wash. National
Watertown, S. Dak.
Wausau, Wisc., Alexander
Wheeling, W. Va., Wheeling-Ohio Co.
Wink, Texas, 18, ELP-FTW
Youngstown, Ohio

Out of Alphabetical Order

Lawton, Okla., VOR
Dodge City, Kansas
Pittsburgh, Pa., Allegheny Co.
Pontiac, Ill.
Jackson, Miss. Hawkins Fld.
Blythe, Calif., Site 21, LAX-PHX
New Bern, N. C.
Waterloo, Iowa
Las Vegas, New Mex.
Vichy, Mo.
Elmira, N. Y., - Chemung County

(3-8-55)

Revisions to Instrument Approach Procedures

(NOTE: ALL DISTANCES ARE IN STATUTE MILES UNLESS OTHERWISE INDICATED)

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: (SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES, LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS CONDITION	TYPE AIRCRAFT 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHARLESTON, S. C. AFB-Municipal Arpt. 45 SBRAZ CHS Procedure No. 1 Amendment No. 11 Effective date: 4/8/55 Supersedes Amdt. No. 10, dated 12/3/52 Major changes: Raise procedure turn altitude. Raise final approach alt. Correct distance to airport.	Charleston BVOR	190 5.0	1200	S side NW crs. 300 outbnd 120 inbnd 1400 within 10 mi.	700	105 2.9	2 Engine or less T-dn C-dn More than 2 Engines T-dn C-dn All Aircraft A-dn	300-1 400-1 800-2	300-1 500-1 200-0.5 500-1.5 800-2	Climb to 1800 on E crs within 25 miles.
CHICAGO, ILLINOIS Midway Arpt. 619' SBRAZ-DTXV CHI Procedure No. 1 Effective date: 3/22/55 Amendment No. 6 Supersedes No. 5, dated 7/30/54 Q Major changes: 1. Col. 2 revised authorizing radar vectors. 2. Procedure turn data revised. 3. Distance information added Col. 6 4. New format used for minimums for all users.	Wilson Int Final Radar transition altitudes by sector for vectoring From 185° clockwise to 060° within 20 n. miles. From 060° clockwise to 185° within 20 n. miles.	152 12.0	1500 2500 2000	W side of crs. 332 outbnd 152 inbnd 2200' within 10 mi.	1500	152 2.2	2 Engine or less T-dn C-d C-n S-dn 13R & 13L A-dn More than 2 Engines T-dn C-dn S-dn 13R & 13L A-dn	300-1 400-1 400-1.5 400-1 800-2 	300-1 500-1 500-1.5 500-1 800-2 200-0.5 500-1.5 500-1 800-2	Within 2.2 miles, climb to 2000' on north and south legs of Harvey LFR proceeding south to Momence Int, or if directed by ATC as follows: (1) Climb straight out on SE crs CHI LFR, proto Thornton Int at 2000'. (2) Make left climbing turn, proceed out NE crs CHI LFR at 2500' to Lake Shore Int. (3) Make right climbing turn, proceed out west crs CHI LFR at 2500' to Downers Grove Int.
DETROIT, MICH. Detroit City Arpt. 626' SBRAZ-T QG Procedure No. 1 Effective date: 3/22/55 Amendment No. 4 Supersedes No. 3, dated 11/30/53 Major changes: 1. Identification corrected. 2. Transitions revised. 3. Altitude, col. 6, revised 4. Circling minimums revised according to latest criteria. 5. Altitude minimums revised according to latest criteria.	Detroit "H" fac. Salem VOR Carleton VOR	148 6.5 105 36.0 061 34.0	2300 2300 2300	E side SE crs. 142 outbnd 322 inbnd 1900' within 25 mi.	1600	329 9.0	2 Engine or less T-dn* C-dn A-dn More than 2 Engines T-dn* C-dn A-dn	500-1 800-1 800-2 	500-1 800-1.5 800-2 500-1 800-1.5 800-2	Within 9.0 miles, climb to 2300' on NW crs QG. *300-1 runway 33 only. Note: Detroit Rbn 2.6 miles SE Detroit City Airport. Air Carrier Note: Sliding scale not applicable.
Procedure No. 2 Effective date: 3/22/55 Amendment No. 2 Supersedes No. 1 dated 1/30/54 Major changes: 1. Transitions revised. 2. Procedure turn revised to comply with latest criteria. 3. Altitude col. 6, revised to comply with latest criteria. 4. Minimums revised.	Salem VOR to #Warren Int. Pontiac Int. to #Warren Int.	082 27.0 149 11.0	2700 1800 (final)	W side of NW crs. 329 outbnd 149 inbnd 2700' within 15 mi.	Min. alt. over #Warren Int. 1800'	From #Warren Int. to Airport 149 5.2	2 Engine or less T-dn* C-dn A-dn More than 2 Engines T-dn* C-dn A-dn	500-1 700-1 800-2 	500-1 700-1.5 800-2 500-1 700-1.5 800-2	Within 5.2 miles, climb to 2300' proceed to Windsor LFR, or when directed by ATC, make left turn, climb to 2300', proceed to Warren Int. *300-1 authorized runway 33 only. #Warren Int. - Int. NW crs Windsor LFR and 082 R Salem. Air Carrier Notes: Sliding scale not applicable.
DETROIT, MICH. Detroit Wayne Major 639' SBRAZ-DTV RML Procedure No. 1 Effective date: 3/22/55 Amendment No. 8 Supersedes No. 7, dated 7/30/54 Major changes: 1. Transitions revised new facilities added. 2. Altitude revised SVM VOR to RML LFR. 3. Procedure turn revised in accordance with latest policy. 4. Distance corrected cols. 7 and 11. 5. Missed approach procedure revised.	Salem VOR Willow Run LOM Carleton VOR	144 16.0 075 11.0 017 13.0	2000 1500 (final) 2000	S side W crs. 261 outbnd 081 inbnd 2000' within 15 mi.	1500	107 1.9	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn C-dn A-dn	300-1 500-1 800-2 	300-1 500-1 800-2 200-0.5 500-1.5 800-2	Within 1.9 miles, make right turn, climb to 2000', proceed to RML LOM, or when directed by ATC: (1) Make left turn, climb to 2000' proceed to FRD RBN. (2) Make left turn, climb to 2300', return to RML LFR. (3) Make right turn, climb to 2300', proceed to Flat Rock Int. Caution: 1311' tower 7 miles SE Wayne Major Airport.
DETROIT, MICH. Willow Run Arpt. SBRAZ-VDT (RML) Procedure No. 1 Effective date: 3/22/55 Amendment No. 5 Supersedes No. 4, dated 6/20/54 Major changes: 1. Transitions revised new facilites commissioned. 2. Missed approach procedure added using Salem VOR.	Int. E crs RML LFR & 036° R CRL VOR Int. E crs RML LFR & 295° Brg to Ford Rbn Carleton VOR Salem VOR	266 5.2 266 4.2 017 13.0 145 16.0	Final 1800 Final 1800 2000 2000	N side E crs. 086 outbnd 266 inbnd 2300' within 10 mi.	1800	274 6.3	2 Engine or less T-dn C-dn S-dn 27R/L A-dn More than 2 Engines T-dn C-dn S-dn 27R/L A-dn	300-1 400-1 400-1 800-2 	300-1 500-1 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 6.3 miles, climb to 2000' on west crs within 25 miles, or as directed by ATC, as follows: (1) Proceed direct to Willow Run ILS-LOM, climbing to 2300'. (2) Make right turn and climb to 2500' on the 170° R of the Salem VOR to the Salem VOR range.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3-8-55)

LOW FREQUENCY RANGE PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
EVERETT, WASH. Paine AFB 603' MRLWZ Procedure No. 1 Amendment No. 4 Effective date: 4/2/51	Procedure cancelled April 16, 1955 (This cancellation does not affect the military procedures in the pilot's handbook)									

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHARLESTON, S. C. AFB Municipal Arpt 45 BVOR - CHS Procedure No. 1 Amendment No. 7 Effective date: 4/16/55 Supersedes Amdt. No. 6, dated 8-1-52 Major changes: Missed Approach altitude to 1400'.	Charleston LFR	010 5.0	1200	W side of crs. 342 outbnd 162 inbnd 1200 within 10 mi.	700	162 5.3	2 Engine or less T-dn C-dn S-dn 15 More than 2 Engines T-dn C-dn S-dn 15 All Aircraft A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 200-0.5 500-1.5 400-1 800-2	Climb to 1400 on radial 162 within 25 miles.
DETROIT, MICH. Wayne Major Arpt. 639' BVOR RML Procedure No. 1 Amendment No. 1 Effective date: 5/26/54 Supersedes Orig., dtd 2/20/53	Procedure cancelled March 15, 1955, or decommissioning date of RML VOR.									
DETROIT, MICH. Willow Run Arpt. 718' BVOR RML Procedure No. 1 Amendment No. 1 Effective date: 7/30/54 Supersedes Orig., dtd 2/20/53	Procedure cancelled March 15, 1955, or decommissioning date of RML VOR.									

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / CLASS OF FACILITY / FREQ. IDENT. / PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS (OUTBND AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
CHICAGO, ILLINOIS Midway Arpt. 618' MHW EDZ Procedure No. 2 Effective date: 3/22/55 Amendment No. 7 Supersedes No. 6 dated 7/9/54 Major changes: 1. Altitudes revised col. 4, from Lake Shore Int. 2. Transitions added from intersections. 3. Authorization added for radar vectors in accordance with present policy.	CHI LFR Lake Shore Int. Hobart Int. Crib Int. Howell Int. Thornton Int. Downers Grove Int. API VOR CGT VOR Joliet VOR Int. CHI TVOR 196-R & CGT VOR 272-R Radar vectors 60° clockwise to 185° from EDZ RBN Radar vectors 185° clockwise to 060° Big Run Int.	137 7.0 206 10.0 312 15.0 249 10.0 035 4.0 341 11.0 101 18.0 093 22.0 335 17.0 065 29.0 028 17.0 within 20 n mi. within 20 n mi. 076 13.0	2000 2500 2000 (final) 1500 2000 2000 2000 (final) 1500 2300 2300 2000 (final) 1500 2000 2300 2000 2500 2000	E side of crs. 132 outbnd 312 inbnd 2000' within 10 mi.	1500	312 3.8	2 Engine or less T-dn C-d C-n S-dn 31L/R A-dn More than 2 Engines T-dn C-dn S-dn 31L/R A-dn	300-1 400-1 400-1.5 400-1 800-2 	300-1 500-1 500-1.5 400-1 800-2 200-0.5 500-1.5 400-1 800-2	Within 3.8 miles make right turn, climb to 2500' on NE crs CHI LFR, or when directed by ATC: (1) Make left turn, climb to 2500' proceed to Downers Grove Int. (2) Make right turn, climb to 2500' proceed to Wilson Int. (3) Make left turn, climb to 2000', proceed to Momence Int. (4) Climb to 2500', proceed to Elmhurst Int.
DETROIT, MICH. Detroit City Arpt. 626' MH DET Procedure No. 1 Effective date: 3/22/55 Amendment No. 4 Supersedes No. 3 dated 11/30/53 Major changes: 1. Transitions revised to comply with latest criteria 2. Cols. 5 and 6 revised to latest criteria. 3. Altitude minimums revised to latest criteria.	RML LFR Windsor LFR Warren Int.# SVM VOR	068 24.0 327 6.5 149 9.0 097 31.0	2300 1600 (final) 2000 2100	E side of crs. 149 outbnd 329 inbnd 1900' within 15 mi.	1600	329 2.6	2 Engine or less T-dn C-dn A-dn More than 2 Engines T-dn* C-dn A-dn	500-1 700-1 800-2 	500-1 700-1.5 800-2 500-1 700-1.5 800-2	Within 2.6 miles, climb to 2300' on track of 329° within 25 miles, or when directed by ATC: (1) Climb to 2300', proceed to Warren Int. #Warren Int. - Int. NW crs Windsor LFR and 082 R Salem VOR. *300-1 runway 33 only. Air Carrier Notes: Sliding scale not applicable.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3-8-55)

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION CLASS OF FACILITY FREQ. IDENT. PROCEDURE NO.	INITIAL APPROACH TO FACILITY: FROM	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. OVER FACILITY ON FINAL APPROACH COURSE	CRS. AND DISTANCE FACILITY TO AIRPORT	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE AIRCRAFT: 75 MPH OR LESS	TYPE AIRCRAFT: MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED AT AUTHORIZED LANDING MINIMUMS AFTER PASSING FACILITY WITHIN DISTANCE SPECIFIED BELOW, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11
DETROIT, MICH. Willow Run Arpt. 716' MHW-FRD Procedure No. 2 Effective date: 3/22/55 Amendment No. 4 Supersedes No. 3 dated 7/7/54 Major changes: 1. Transitions revised new facilities added. 2. Missed approach procedure adding Carleton VOR.	Int. W crs RML & 050° brg to MHW	050 9.0	2000	N side of crs. 050 outbnd 230 inbnd 2000' within 10 mi. 2700' beyond 10 mi. Caution: TV antennae on crs 17.5 miles NE MHW -FRD (1738' and 1749' MSL)	1400	230 4.5	2 Engine or less			Within 4.5 miles....climb to 2000' on west crs of Detroit LFR within 25 miles, or when directed by ATC, as follows: (1) Proceed direct to Willow Run ILS-LOM, climbing to 2300'. (2) Proceed direct to Wayne Major LOM climbing to 2300'. (3) Make left turn, proceed direct to Carleton VOR, climbing to 2000'.
	Detroit LFR	325 5.0	2000				T-dn	300-1	300-1	
							C-dn	400-1	500-1	
							S-dn	400-1	400-1	
							22R/L			
	Int. N crs RML & 230° brg to MHW	230 1.0	2000				A-dn	800-2	800-2	
							More than 2 Engines			
	Int. N crs TOL & 050° brg to MHW	050 20.0	2000				T-dn		200-0.5	
							C-dn		500-1.5	
	Salem VOR	145 11.0	2000				S-dn		400-1	
							22R/L			
	Carleton VOR	005 16.5	2000				A-dn		800-2	
	Bridgewater Int.	067 22.5	2000							
	Milan Int.	051 27.0	2000							
	Ann Arbor Int.	065 18.5	2000							
	Midcraft Int.	231 10.0	2000							
DETROIT, MICH. Willow Run Arpt. 716' Detroit Wayne Major ILS-LOM-RM Procedure No. 3 Effective date: 3/22/55 Amendment No. 1 Supersedes No. Original Major changes: 1. Transitions revised new facilities added. 2. New format used in accordance with new policy.	Detroit LFR	192 6.0	2000	S side of crs. 137 outbnd 317 inbnd 2000' within 10 mi.	1500	317 8.2	2 Engine or less			Within 8.2 miles, turn left, climb to 2000' on west crs Detroit LFR to Ann Arbor FM, or when directed by ATC: (1) Turn right, climb to 2300' on west crs to Detroit LFR, or (2) Turn right, climb to 2300' to Ford "H", or (3) Turn right, climb to 2500' proceed to Salem VOR via 170° radial of Salem VOR.
	Flat Rock Int.	280 5.0	2000				T-dn	300-1	300-1	
							C-dn	400-1	500-1	
	Willow Run LOM	101 11.0	2000				S-dn 32	400-1	400-1	
	Ann Arbor FM	097 19.0	2000				A-dn	800-2	800-2	
							More than 2 Engines			
	Int. SW crs OG LFR & SW crs RML ILS or 035° brg to LOM	035 6.0	2000				T-dn		200-0.5	
							C-dn		500-1.5	
							S-dn 32		400-1	
	SVM VOR	155 20.0	2000				A-dn		800-2	
	CRL VOR	022 7.5	2000							
	Bridgewater Int.	099 26.0	2000							
	Milan Int.	071 26.0	2000							
	Ann Arbor Int.	095 19.0	2000							
	Eloise Int.	212 10.0	2000							
	Midcraft Int.	197 16.0	2000							
LACONIA, N. H. Municipal Arpt. 552' MHW LCI Procedure No. 1 Amendment No. 2 Effective date: 4/16/55 Supersedes Amdt. No. 1 dated 6/15/51 Major changes: Night minimums added and procedure published for public use. Facility owned and operated by State of New Hampshire.	Concord LFR	014 26.0	4000	S side of crs. 260 outbnd 080 inbnd 3000' within 10 mi.	2500	080 3.0	2 Engine or less			Within 3 mi. make a climbing left turn, return to Laconia MHW. Continue to climb to 4000' on crs of 30° outbnd, 210° inbnd within 10 mi. of Laconia MHW. Hold in a standard pattern at 4000' inbnd crs of 210°. CLIMB OUT from runway 8 and 35 in accordance with missed approach procedure. From runway 26 proceed direct to Laconia MHW then continue to climb as in missed approach procedure. Minimum Enroute Facility Departure Altitude 4000' Facility must be monitored aurally during this procedure.
	Concord VOR	026 23.0	4000				T-d #	500-1		
							T-n *	1000-2		
							C-d	1000-1.5		
							C-n *	1500-2		
							A-dn	NA		
	AIR CARRIER NOTES: This procedure authorized for day only. Visibility below one mile not authorized: (1) by application of sliding scale; (2) for local visibility conditions for landings; or (3) for reduction of take-off minimums.						*Night operations on runway 8-26 only. All circling to be conducted north of runway 8-26. #No take-offs on Runway 17			

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

CITY AND STATE AIRPORT NAME AIRPORT ELEVATION GCA TRANSMITTING AND GUARDING FREQUENCIES	RADAR TERMINAL AREA MANEUVERING ALTITUDES BY SECTORS AND LIMITING DISTANCES	CEILING AND VISIBILITY MINIMUMS: RUNWAY NO.	CONDITION	PRECISION APPROACH (PAR): 75 MPH OR LESS	PRECISION APPROACH (PAR): MORE THAN 75 MPH	SURVEILLANCE APPROACH (ASR): 75 MPH OR LESS	SURVEILLANCE APPROACH (ASR): MORE THAN 75 MPH	EXCEPT WHEN THE GROUND CONTROLLER MAY DIRECT OTHERWISE PRIOR TO FINAL APPROACH, A MISSED APPROACH PROCEDURE SHALL BE EXECUTED AS PROVIDED BELOW WHEN: (A) COMMUNICATION ON FINAL APPROACH IS LOST FOR MORE THAN FIVE SECONDS; (B) DIRECTED BY GROUND CONTROLLER; (C) VISUAL REFERENCE IS NOT ESTABLISHED UPON DESCENT TO THE AUTHORIZED LANDING MINIMUMS, OR (D) LANDING IS NOT ACCOMPLISHED. REMARKS
1	2	3	4	5	6	7	8	9
DETROIT, MICH. Willow Run Arpt. 716' Procedure No. 1 Effective date: 3/22/55 Amendment No. 1 Supersedes - Original dated 11/21/53 Major changes: 1. Item 9 - missed approach altitude raised to 2500' due to radio tower north of SVM and within holding pattern. 2. Column 2 changed to nautical miles due to change of radar overlay.	All sectors 1900' within 8.7 n mi. (at 1900' 3 n mi lateral separation required from radio tower 976', 3.3 n mi west of airport.)					2 Engine or less		Runways 21L, 22R, 27R, 27L, 14, 18 - climb to 2300' proceeding out west course of Detroit LFR to Ann Arbor Int. Runways 4L, 4R, 9L, 36, 32 - climb to 2500' on 170° radial of Salem VOR range to Salem VOR, or as directed by ATC: Alternate - climb to 2300' proceed via course Detroit LFR to the Detroit LFR. *ASR approaches on 9R not authorized due to antenna location and ground clutter.
		9L, 4L, 36, 32 27L, 27R 18, 14	S-dn C-dn A-dn			400-1 400-1 800-2	400-1 500-1 800-2	
		9R*	S-dn C-dn			NA 400-1	NA 500-1	
		All Runways	T-dn A-dn			300-1 800-2	300-1 800-2	
						More than 2 Engines		
		9L, 4L, 4R, 36, 32 27L, 27R 18, 14	S-dn C-dn A-dn				400-1 500-1.5 800-2	
		All Runways	T-dn A-dn				200-0.5 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3-8-55)

INSTRUMENT LANDING SYSTEM PROCEDURES

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS				PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.). ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.		CEILING AND VISIBILITY MINIMUMS			IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
	FROM	TO	CRS. AND DIST.	MIN. ALT.			AT OUTER MARKER:	AT MIDDLE MARKER:	CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	TYPE OF AIRCRAFT: MORE THAN 75 MPH	
1	2	3	4	5	6	7	8	9	10	11	12	13
CHICAGO, ILLINOIS Midway Arpt. 618' ILS I CHI LOM CH & VOICE Combination ILS-ADF Procedure No. 1 Effective date: 3/22/55 Amendment No. 10 Supersedes No. 9 dated 7/30/54 Major changes: 1. Transitions revised col. 2, 3, 4, 5; radar vectoring added. 2. Distance deleted (25) col. 6. 3. Item 13, altitude at Lake Shore revised due to proposed tower 1507' MSL. 4. New format used for minimums.	Lake Shore Int.	LOM	260 13.0	2500	W side of crs. 332 outbnd 132 inbnd 2300' within 10 mi.	ILS 2300 ADF 1800	2255 5.8	868 0.8	2 Engine or less T-dn C-d C-n S-dn 13R ILS ADF A-dn ILS ADF	300-1 400-1 400-1.5 300-0.75 400-1 600-2 800-2	300-1 500-1 500-1.5 300-0.75 400-1 600-2 800-2	Within 5.8 miles, climb to 2000', proceed to Momence Int, or when directed by ATC: (1) Climb to 2000', proceed to Thornton Int. or SE crs CHI LFR. (2) Make left turn, climb to 2500' proceed to Lake Shore Int. (3) Make right turn, climb to 2500', proceed to Downers Grove Int. (4) Climb to 2000', proceed to Kedzie RBN or Hobart Int. Air Carrier Notes: Operations pursuant to Sec.(29) (A) & (B) preface pages NA when glide slope inoperative.
	Roselle Int.	GP INT	132 15.0	2500								
	CHI LFR	NW ILS crs	290 2.0	2300								
	Wilson Int.	NW ILS crs	180 7.0	2300								
	Elmhurst Int.	LOM	132 7.0	2300								
	API VOR	LOM	067 15.0	2300								
	API VOR	Elmhurst Int.	040 14.0	2300								
	Lake Forest Int.	NW ILS crs	197 20.0	2500								
	CGT VOR	SE ILS crs (Kedzie RBN)	335 17.0	2000								
	Downers Grove Int.	LOM	068 10.0	2300								
	Big Run Int.	LOM	076 13.0	2300								
	Radar vectors authorized within 20 nautical miles 060° clockwise to 185° 185° clockwise to 060°			2000 2500					More than 2 Engines T-dn C-dn S-dn 13R ILS ADF A-dn ILS ADF	 	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	
CHICAGO, ILLINOIS O'Hare Intn'l Arpt. 657' ILS L-ORD LOM or Combination ILS-ADF Procedure No. 1 Effective date: 3/22/55 Amendment No. 2 Supersedes No. 1 dated 10/18/53 Major changes: 1. Transitions revised to use latest data. 2. Distance revised item 6, to latest criteria. 3. Distance added cols. 8 and 9. 4. New format used in accordance with new policy.	Evanston Int.	LOM	280 12.0	2500	W side of crs. 318 outbnd 138 inbnd 2500' within 10 mi.	ILS 2500 ADF 2000	2503 6.5	899 0.7	2 Engine or less T-dn C-d C-n S dn 14 ILS ADF A-dn ILS ADF	300-1 400-1 400-1.5 300-0.75 400-1 600-2 800-2	300-1 500-1 500-1.5 300-0.75 400-1 600-2 800-2	Within 6.4 miles after passing LOM (ADF) climb to 2500', make left turn after passing NE crs JOT-LFR, proceed on track of 050° to SE crs NBU-LFR thence over NBU-LFR to Mundelein Int, or as directed by ATC, as follows: (1) Make left turn, climbing to 2500' and return to LOM; (2) Make left climbing turn after passing NE crs JOT-LFR to 2500' and return to LOM.
	Glenview LFR	LOM	236 8.0	2500								
	Int. S crs MKE LFR & E crs RFD LFR	LOM	201 12.0	2500								
	Int. E crs RFD LFR & NW crs ILS	LOM	138 17.0	2500								
	Wilson Int.	LOM	318 9.5	2500								
	Chicago LFR	LOM	325 20.0	2500								
	Naperville VOR	LOM	014 21.5	2500								
	CHI LOM	LOM	330 17.0	2500					More than 2 Engines T-dn C-dn S-dn 14 ILS ADF A-dn ILS ADF	 	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	
DETROIT, MICH. Detroit Wayne Major Arpt 639' ILS - RML LOM RM Procedure No. 1 Combination ILS-ADF Effective date: 3/22/55 Amendment No. 1 Supersedes No. Original Major changes: 1. Transitions revised cols. 2, 3, 4 to incorporate newly designated or redesignated Int. 2. Col. 6 revised to latest criteria. 3. Cols. 8, 9, revised to latest data. 4. Minimums revised, cols. 11 and 12. 5. Col. 13 revised result of ATC coordination.	Detroit LFR	LOM	192 6.0	2000	East side SW crs 212 outbnd 032 inbnd 2000' within 10 mi.	ILS 1900 ADF 1500	1872 4.9	884 0.8	2 Engine or less T-dn C dn S-dn 3-L ILS ADF A-dn ILS ADF	300-1 400-1 300-0.75 400-1 600-2 800-2	300-1 500-1 300-0.75 400-1 600-2 800-2	Within 4.9 miles make right turn climb to 2000' proceed to LOM or when directed by ATC: (1) Make left turn; climb to 2300, proceed to RML/LFR. (2) Make left turn, climb to 2500', proceed to Salem VOR. (3) Make right turn, climb to 2300', proceed to Flat Rock Int.
	Salem VOR	LOM	155 20.0	2000								
	Carleton VOR	LOM	022 7.5	2000								
	Bridgewater Int.	LOM	099 26.0	2000								
	Milan Int.	LOM	073 20.0	2000								
	Ann Arbor Int. or FM	LOM	097 18.0	2000								
	Eloise Int.	LOM	212 10.0	2000								
	Midcraft	LOM	197 16.0	2000								
	Tip ILS LOM	LOM	101 11.0	2000								
	Int. SW crs RML ILS crs & SW crs QG/LFR	LOM	032 6.0	2000								
	Flat Rock Int.	LOM	280 5.0	2000								
									More than 2 Engines T-dn C-dn S-dn 3-L ILS ADF A-dn ILS ADF	 	200-0.5 500-1.5 300-0.75 400-1 600-2 800-2	
DETROIT, MICH. Willow Run Arpt. 716' ILS-L-YIP LOM YI Combination ILS-ADF Procedure No. 1 Effective date: 3-22-55 Amendment No. 7 Supersedes No. 6 dated 7-7-54 Major changes: 1. Transitions revised. 2. New facilities added. 3. Missed approach procedures revised. 4. New format used in accordance with new policy.	Detroit LFR	LOM	255 12.0	2300	W side of SW crs. 230 outbnd 050 inbnd 2300' within 10 mi.	ILS 2300 ADF 1500	2251 5.9	932 0.7	2 Engine or less T-dn C-dn S-dn 4R ILS ADF 4R 4L A-dn ILS ADF	300-1 400-1 200-0.5 400-1 600-2 800-2	300-1 500-1 200-0.5 400-1 600-2 800-2	Within 5.9 miles of LOM (ADF) make left turn, climb to 2500' on 170° radial of SVM to the SVM VOR. Alternate: Climb to 2700' via back course of localizer to Midcraft Int. or make right turn, climb to 2300', proceed direct to RML LFR.
	Int. N crs RML LFR & NE crs ILS	LOM	230 14.0	2300								
	Int. N crs TOL LFR & SW crs ILS (final)	LOM	050 8.0	2300								
	Salem VOR	LOM	189 16.0	2300								
	Carleton VOR	LOM	326 12.0	2300								
	Bridgewater Int.	LOM	105 14.0	2300								
	Milan Int.	LOM	051 8.0	2300								
	Ann Arbor Int.	LOM	087 8.0	2300								
									More than 2 Engines T-dn C-dn S-dn 4R ILS ADF 4R 4L A-dn ILS ADF	 	200-0.5 500-1.5 200-0.5 400-1 600-2 800-2	

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation. (3-8-55)

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INSTRUMENT LANDING SYSTEM PROCEDURES

CITY AND STATE / AIRPORT NAME / AIRPORT ELEVATION / LOCALIZER: FREQ. & IDENT. / LMM: FREQ. AND IDENT. / LOM: FREQ. AND IDENT. / PROCEDURE NO.	TRANSITION TO ILS: FROM	TO	CRS. AND DIST.	MIN. ALT.	PROCEDURE TURN: ( ) SIDE OF FINAL APCH. CRS. (OUTBND. AND INBND.) ALTITUDES. LIMITING DISTANCES	MIN. ALT. AT GLIDE SLOPE INTER-CEPTION INBOUND	ALT. OF GLIDE SLOPE AND DIST. TO APPROACH END OF RWY.: AT OUTER MARKER	AT MIDDLE MARKER	CEILING AND VISIBILITY MINIMUMS: CONDITION	TYPE OF AIRCRAFT: 75 MPH OR LESS	MORE THAN 75 MPH	IF VISUAL CONTACT NOT ESTABLISHED UPON DESCENT TO AUTHORIZED LANDING MINIMUMS, OR IF LANDING NOT ACCOMPLISHED: REMARKS
1	2	3	4	5	6	7	8	9	10	11	12	13
NEW ORLEANS, LA. Moisant Arpt. 3 ILS - IMSY LOM - MS Combination ILS - ADF Procedure No. 1 Effective date: 4/16/55 Amendment No. 7 Supersedes Amdt. No. M-6, dated 9/6/54 Major changes: Revise transition procedures. Provide for radar vectoring.	New Orleans LFR	LOM	275 8.0	1400	S side W crs 279 outbnd 099 inbnd 1400' within 10 mi. (Beyond 10 mi NA)	ILS 1100 ADF 900 over LOM	1040 3.9	220 0.7	2 Engine or less			Climb to 1600 on E crs ILS or 3.9 mi after passing LOM (ADF) climb to 1600 on crs of 099 within 25 mi. *400-0.75 required when glide slope not utilized. **Radar control must provide 3 n. mi. lateral or 1000' vertical separation from 623' MSL radio tower 12 n. mi. SE of airport. Caution: 409' WWL radio antenna located 2.7 miles N of airport.
	New Orleans VOR	LO	314 5.0	1200					T-dn	300-1	300-1	
	LaPlace MHW	W crs ILS or 099 brng. to LOM	120 3.0	1400					C-dn	400-1	500-1	
	Int. 120° brng. from LaPlace & W crs ILS or 099 brng. to LOM (final)	LOM	099 6.0	ILS 1100 ADF 900					S-dn 10 ILS ADF	*200-0.5 400-1	200-0.5 400-1	
	Radar Ter. area transition altitude.		within 25 n. miles	1500**					More than 2 Engines			
									T-dn C-dn S-dn 10 ILS* ADF		200-0.5 500-1.5 200-0.5 400-1	
										All Aircraft		
									A-dn ILS ADF	600-2 800-2	600-2 800-2	
ST. JOSEPH, MISSOURI Rosecrans Memorial Arpt. 821'	Correct AIRGI Vol. 9, #23, dated 1/25/55 - Col. 13, to read runway 30 instead of runway 29.											

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